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OCTOBER, 1954

PACIFIC FISHERMAN

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10 Million Sockeye

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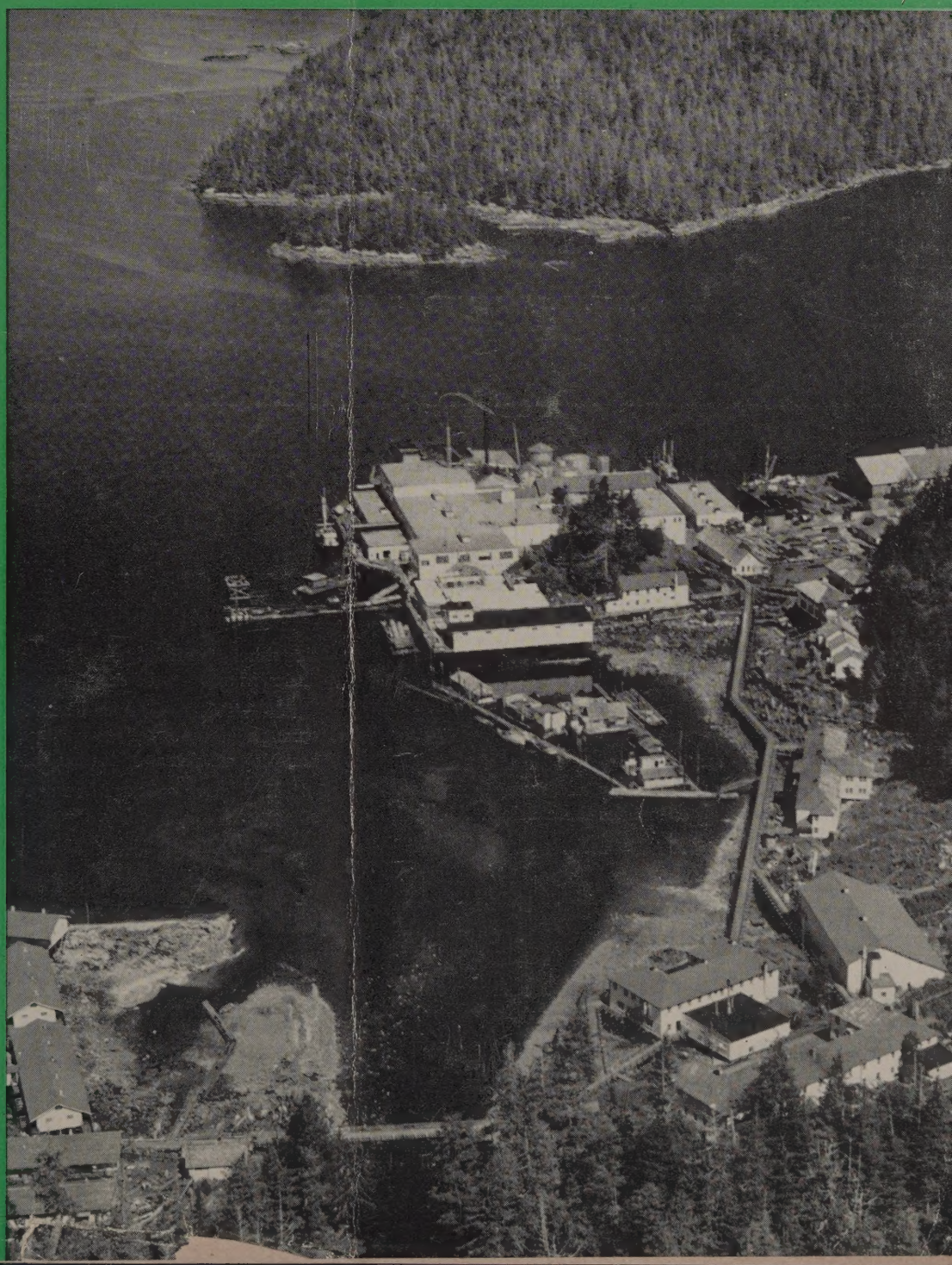

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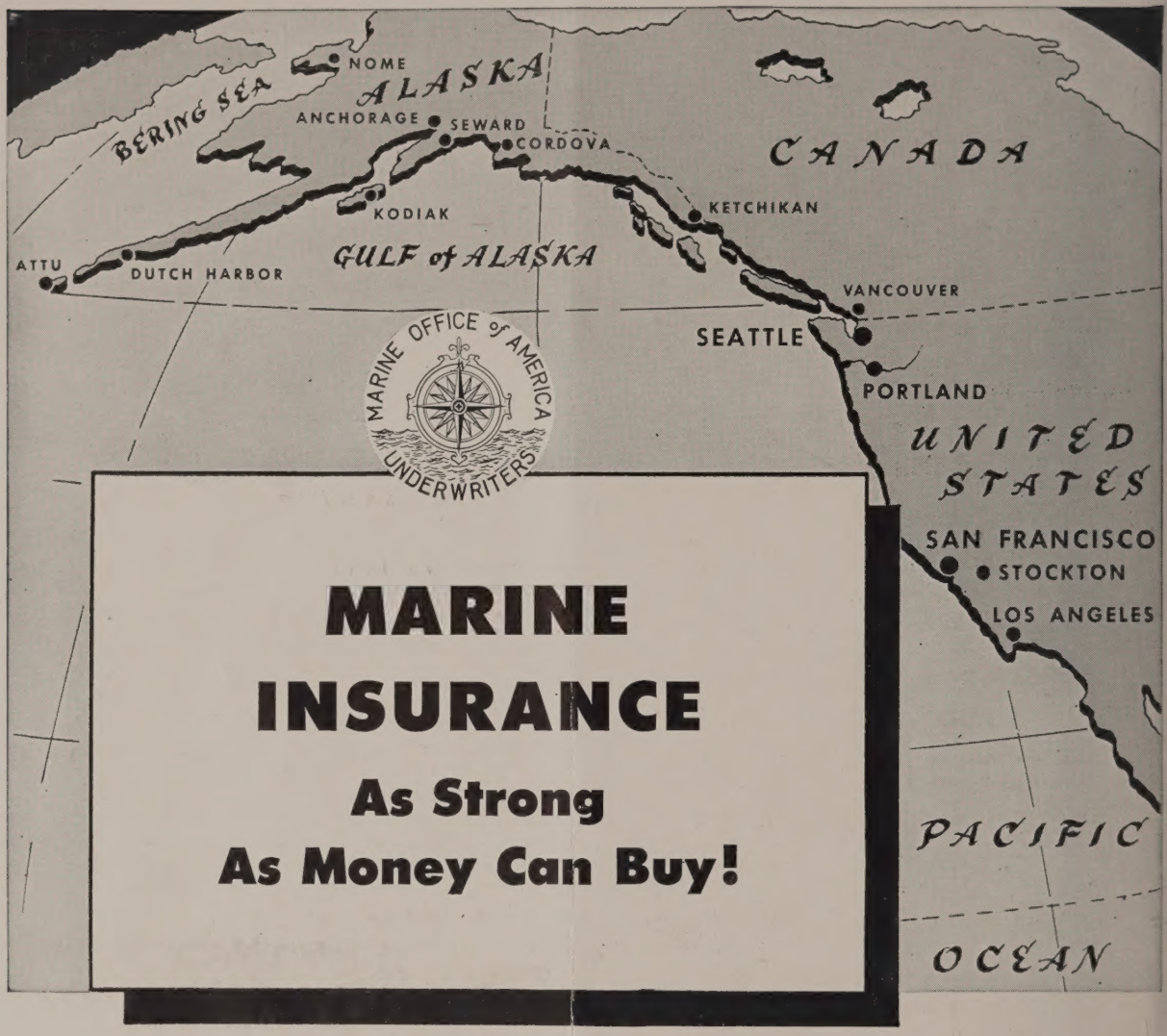

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PACIFIC FISHERMAN

October 1954 Volume 52, No. 11

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The Lesson For Alaska

—A Sockeye Editorial

● Not the least important element in the great Fraser River Sockeye salmon run of 1954 is its demonstration that a seriously impaired fishery can be restored when the fruits of sound scientific research are intelligently interpreted and courageously applied.

One hears questions:

"Why can't they do the same in Alaska?"

"Why can't they apply to Bristol Bay the knowledge and measures which have proven so successful on the Fraser?"

With qualifications, the answers are: They can.

And what are the qualifications?

● *First*—The Fraser enterprise has had the benefit of administration by a non-political international commission, working through a staff selected by it and responsible to it. Decisions are implemented instantly by the fact that individual members of the commission have regulatory authority over the territorial waters involved. The commission is relatively free from political influence.

Alaska fishery administration suffers from the limitations inherent in a federal bureaucratic agency—susceptibility to political pressures; intrenched civil service personnel; lack of authority to control intensity of fishing; operation under an antique act of Congress passed in 1924.

Second—While the broad scientific facts pertinent to Sockeye salmon may be applicable over the range of the species, research shows unmistakably that there are particular differences between the biological behavior of Sockeye in different streams and systems, differences sufficient to require that each major Sockeye population be studied individually, albeit in the light of scientific knowledge developed elsewhere.

● What, then, can Alaska learn from the performance of the Fraser as manifest this year in a Sockeye catch greater than was made in 1954 in all the waters of all Alaska?

Primarily this:

The value of timing in the escapement, and of productive quality in the fish composing it.

The lesson is not a new one. It has been stated frequently before. ("The Heart Problem of Conservation", *Pacific Fisherman*, June, 1951, Page 22; "A New Concept for Conservation", Ibid, May, 1952, Page 22; International Pacific Salmon Fisheries Commission, Annual Report for 1950, notably Pages 5 to 10.)

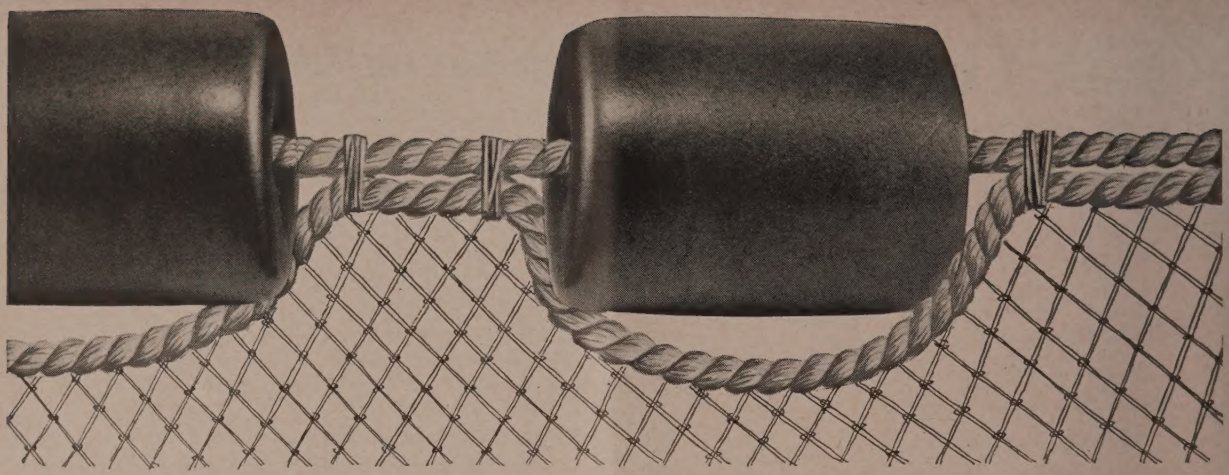
The experience of the Fraser this year restates the lesson in words that cannot be ignored.

The run to the Fraser in 1946 was *excellent*, almost as good as in 1954, and the escapement was large in number, but made-up of very late fish, the tail-enders of the run, the non-productive aberrants. They failed to spawn, or spawned ineffectively.

In 1950 the catch was only 28% of what it had been in 1946; but the commission had the lesson well in mind and saw to it that a *moderate* escapement of *prime fish from the peak of the run* passed to the spawning grounds.

The success of this application of The Prime Lesson came this year in the largest catch ever made from this cycle in the whole history of the Fraser.

● Herein lies the lesson Alaska can learn from the Fraser.



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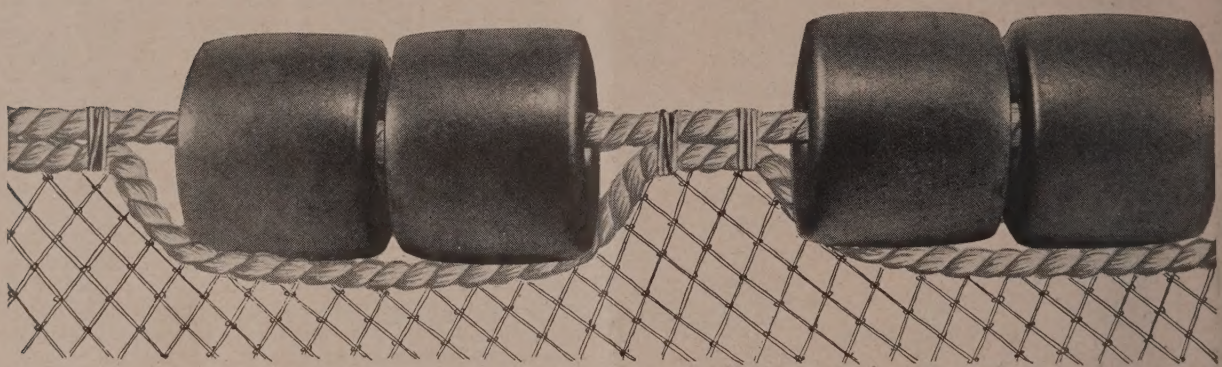

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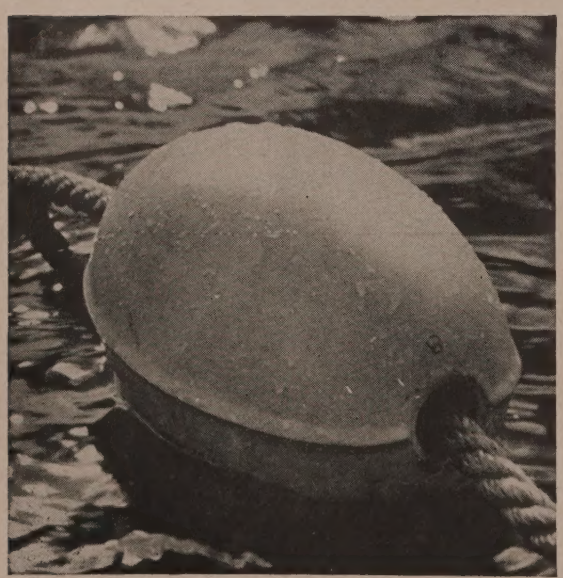

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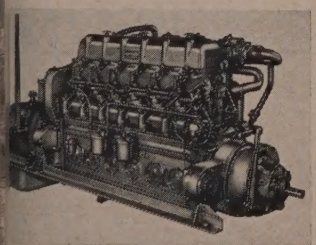

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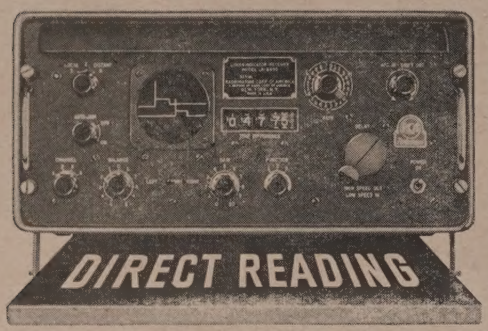

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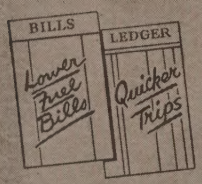

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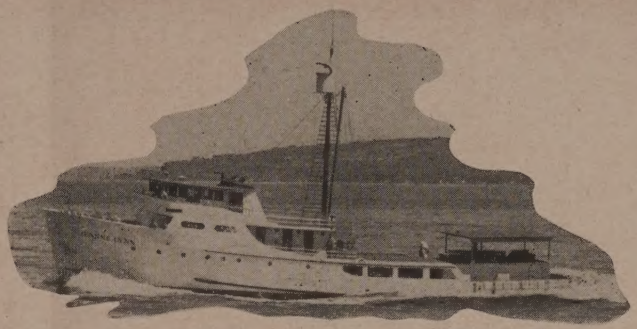

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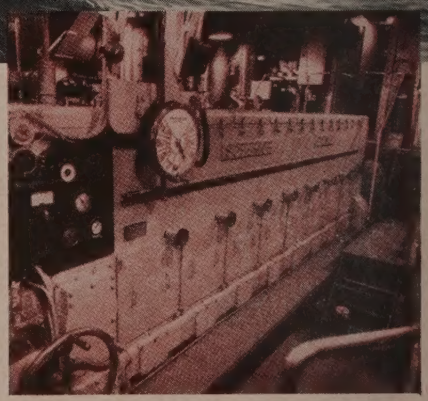

View of the "Comet's" two level engine room and 500 h.p. Superior main propulsion engine. Since its commissioning in 1951, this trawler's owners state "no engine overhaul required . . . maintenance negligible, despite constant heavy duty service."

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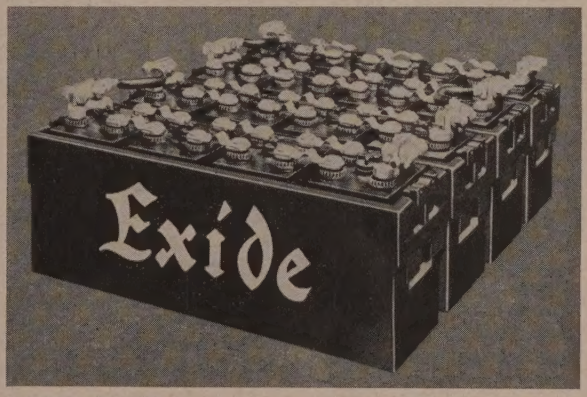

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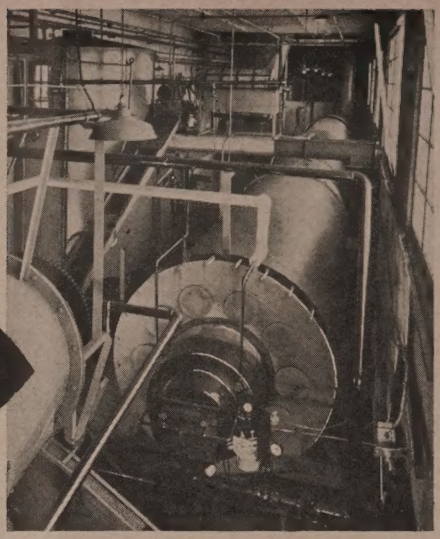

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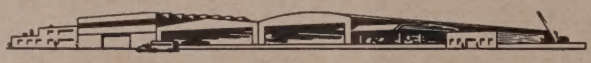

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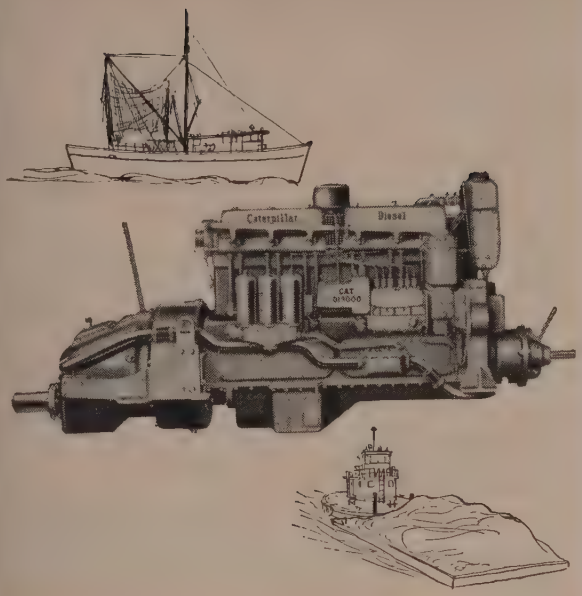

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PACIFIC FISHERMAN OCTOBER 1954

A Picture Is Worth 10,000 Words

Capt. Paul Martinis' Seiner "Dreamland" brailing Sockeyes in the run of 1954. Washington Department of Fisheries photo by Don Gooding.

10 Million Sockeyes—

● Salmon exceeding any run since 1913 came back to the Fraser River this season.

● More Red Sockeye salmon was produced by the Fraser River alone in 1954 than by all the streams of all Alaska combined in that year.

● Adams River fish dominated in the run, but part of the year's yield came from other tributaries as well, proving that resurgence is distributed throughout the Fraser system.

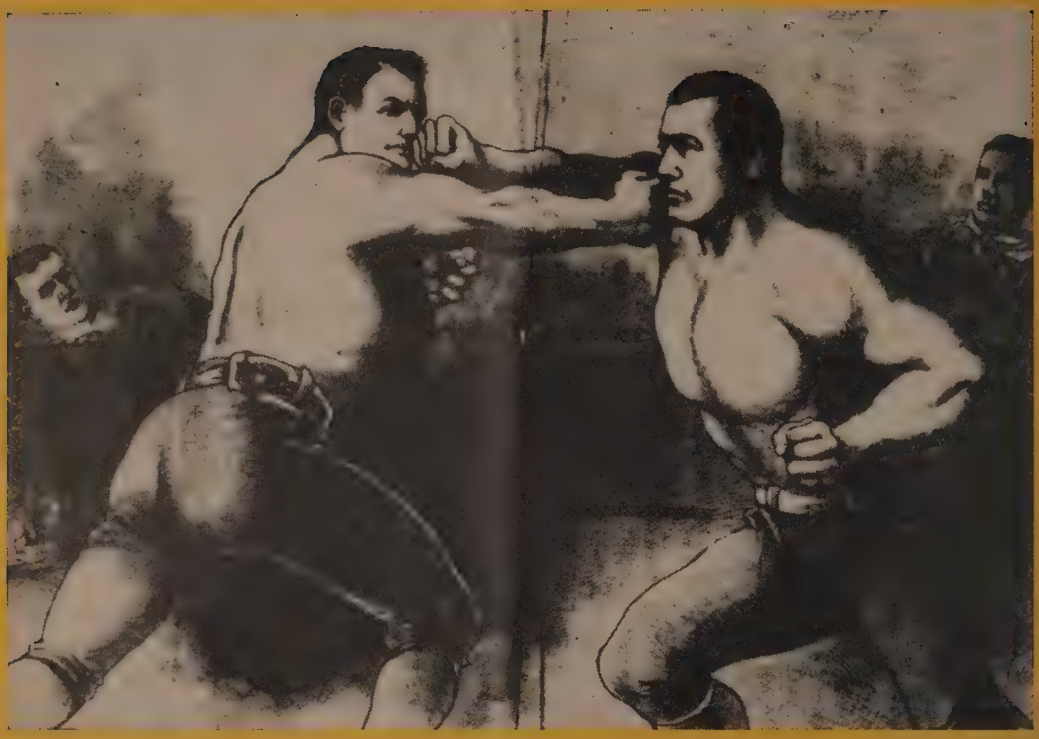
● Ten million Sockeyes prove that an impaired fishery can be restored when scientific studies are implemented by effective, courageous administration.

● These four points stand-out in an outstanding event—and not the least important of them is the last. Proof that science can succeed with salmon revives faith in Man's ability to restore the Alaskan resource.

The fishermen of the United States and Canada caught more Fraser River Sockeyes this season than in *any other cycle year in history.*

They caught more Sockeyes than in any year—*this cycle or any other*—since 1913.

How many fish did they catch? As these words are written the final score



The National Police Gazette, July 20, 1889

How long could Jake Kilrain hold off the unbeatable John L. Sullivan?

That was the big question July 8, 1889, when the last championship, bare-knuckle fight was held. There's a lesson in the answer (below) that may help you win a similar fight

This same kind of "hold-off" battle goes on every day in your marine engine — between engine wear...and the oil that lubricates your engine! That's why you need an oil with the stubborn tenacity of a Jake Kilrain.

Only *one* oil—Shell Talona Oil—has these qualifications because it's the only oil that's specially made to fight *all five major causes* of engine wear.

In Shell Talona Oil, Shell scientists have perfected a tough, heavy-duty oil that fights acid action...oxidation...lacquer build-up...port-fouling... and sludge formation — *long after ordinary oils have failed!*

This has been proven in test after test under the toughest marine conditions...just as Jake Kilrain proved his toughness by holding off Sullivan *for 75 rounds!*

So, if you're not using Shell Talona Oil *now*, you're probably not getting full running time between overhauls. Why not let your nearest Shell representative show you how to reduce your operating costs with Shell Talona Oil.

SHELL

ONLY SHELL TALONA OIL STOPS THE FIVE MAIN CAUSES OF ENGINE WEAR

cannot be tallied. Already the catch is above 8 million, and almost certain to reach 9. Some observers—including those best-placed to know—believe that the final tally will show 10 million Sockeyes *caught*. In any case, the *run*—catch, plus escapement—is sure to pass 10 million.

But already it is certain that the pack will be the best in 41 years. Already it was above 800,000 cases—*full cases of 48 lbs. each*—and the fish were still being caught.

As this is written, fishing virtually is closed while the Sockeye, after the peculiar habit of the Adams River race, mill about in the Gulf of Georgia.

When the fishermen has taken 8-plus million fish from the run, and the rest were schooled off the Fraser, fishing in those waters were closed by the Sockeye Commission to protect the spawners who carry the seed of the future.

Of this body of fish remaining from the run the Sockeye Staff must see that 1.25 millions reach the heavy gravels of the Adams, link river between Adams and Shushwap lakes.

When tests and measurements show assured escapement on this order, fishing will again be opened and the nets would complete the 1954 catch. Only then can the count be called final; and only then will men know how much in wealth the Sockeyes brought in from the sea.

● *FOUR YEARS AGO*—These columns shall not seek to tell in full the 1954 story of the Sockeye. Rather, we would set-down while they are fresh some of the only half-revealed aspects of a run freighted with drama.

Four years ago this month the salmon fishermen of British Columbia and Puget Sound were hard-hit. They had prepared for the "Big Year", but it did not come. They had talked of "a million cases", and they got 198,000. They called it "failure"; actually, it was not failure but disappointment.

In the midst of that disappointment, the Sockeye commission closed fishing, despite the outcry of hard-hit fishermen, who cried that they needed the fish. The commission said, in effect: "But you need them more for seed than you do for shares".

Thus, despite the bitter disappointment and the weakness of the run, the Adams gravels were seeded with the spawn of 1.3 million salmon. "Spawning enough", the scientists said; and then they set about determining what had happened to the run in 1950. The spawning in 1946 had been adequate in quantity, but wrong in time. The fish had been delayed in passing through the fishery. The gear was closed-down too late in 1946; and there were delays en route. The fish reached the Adams too late, and much of the spawn was lost.

In 1950, despite the short run, escapement was secured; and at the right time. That year's seed came back multiplied many-fold this year.

● *VAGRANT FISH*—From its appearance off Vancouver Island, the run of 1954 was freakish. The trollers hit the Sockeyes first, and for a time about the middle of August from Uclulet to Quatsino were landing more Sockeyes than they were Kings and Silvers together.

You thought Sockeyes don't strike a hook? They don't, usually; but this was an unusual run.

The Canadian found good fishing in grounds which had not been productive in the past—at Bonila Point, for example, on grounds where Pinks are fished, but never Sockeyes.

And then, as the run moved out of the Strait of Juan de Fuca, it took another vagrant turn. Seeming to bounce off San Juan Island, the run split left and went up Haro Strait, rather than following the usual Rosario route.

The Canadian had them at Active Pass—and never was there such fishing. *Teresa I, Tatchu* and *Western Girl* took as many as 15,000 salmon in a single set. Salmon worth almost $2 each.

For a time the Canadian activities were curtailed while the Americans caught-up. Then the Sockeye appeared in American waters and the U.S. fleet scored heavily. Each fleet had days which exceeded 500,000 fish.

● *NEW PEAKS IN GEAR*—Never before had so much gear been fished in the approaches to the Fraser. There were 300 Canadian seiners and 3,000 gillnet boats working; while the American fleet consisted, roughly, of 325 seiners and 500 gillnetters.

Many American boats came down from Alaska, where the season had closed early—arriving in time to make a share after all.

Gear was more effective also. Seiners and gillnetters working at sea used larger nets than ever in the past; and in the Straits the Canadian gillnetters were permitted to use nets as large as those of the Americans; larger than they can use in the Fraser itself.

● *CANNERIES AT CAPACITY*—It was a great day for the canneries. British Columbia Packers' big Imperial plant at Steveston had 250,000 fish in its bins, on the dock, or en route on its tenders in a single day. Running two shifts, the plant packed 130,000 fish a day.

American deliveries exceeded the capacity of active canneries on Puget Sound and many thousands of fish were hauled in ice by fast highway truck to the Columbia River for canning. The Columbia River Packers Association, Union Fishermen's Cooperative Packing Co., and the Point Adams Packing Co. ran for days on fish from Puget Sound.

The Sockeyes were big. Average weight is reported at 7.3 lbs., with figures out at 9.8 fish per case. On Bristol Bay normal is close to 12 fish.

● *PROFIT IN CANNING?*—That's a question. Certain it is that the fishermen profited richly from the run, with at least $18 million in new money distributed between the two fleets; but how much profit the canners will make is subject to argument.

Why? The price of fish. Nominal price of U.S. Sockeye was 26c per lb., but there were bonuses in the early season of 3c, and even 4c. If these bonus payments generally carried-through the big run, the cost of fish required to pack a case would be close to $22. Packed in halves, this fish might produce $33 at current asking-price. When the cost of canning and selling 96 half-pound cans is added to $22 it comes perilously close to the realizable figure.

● *GENERAL RESURGENCE*—Great bulk of the 1954 Sockeye run was of the Adams River race; but other streams made important contribution to the early fishing, proving the continued comeback of other races native to other lake systems.

Nearly 2 million Sockeyes were caught before the Adams River fish appeared at the middle of August. These came in large degree from the Stellako race, native of the high Fraser.

And ahead of the Adams River run with its millions were the earlier *Upper* Adams Sockeye. They came in hundreds where the fish of the Adams River run were counted in millions—but they are significant to the scientist, and may be counted in millions some day.

The *Upper* Adams run was the one element of the Fraser Sockeye populations which was utterly extinct. A logging dam was built at the outlet of Adams Lake, destroying to the last fish the salmon native to the Upper Adams, which feeds the lake from above.

Seeking to restore a virile run to these gravels after the dam had been removed, the Sockeye commission transplanted to the Upper Adams Sockeye fingerlings, fry and spawn produced by salmon to the most closely comparable stream, the Seymour. The few hundred Sockeyes which ap-

peared on the Upper Adams this year were the first known return from these plantings—the first seed of a new race whose spawning and rearing grounds are adequate for the production of millions of adults.

● *NOT HELL'S GATE*—In spite of popular assumption that the resurgent Adams River run has been the result of the Hell's Gate fishways, scientists of the staff say otherwise. They point out that the Adams race is not dependant upon the fishway as are other races, because the migration to the Adams comes at a time when the depth of the Fraser renders the fishways unnecessary and, in fact, inoperative.

This is regarded as the fundamental reason why the Adams River run historically tops all others—because it has not been blocked at Hell's Gate.

● *COLOSSAL TASK* — Task of the Sockeye Staff and Commission in coping with the run this summer was a colossal one, calling for the utmost in information and its analysis, in courage of control and objective administration.

The problems presented by the immense run were complicated by the concentration of fishing effort, the erratic behavior of the fish, and the fortune at stake.

With the run brought back, the Commission and Staff still were charged with responsibility for (1) dividing the catch equally between the two national fleets; (2) providing escapement adequate for the continued up-building of the resource.

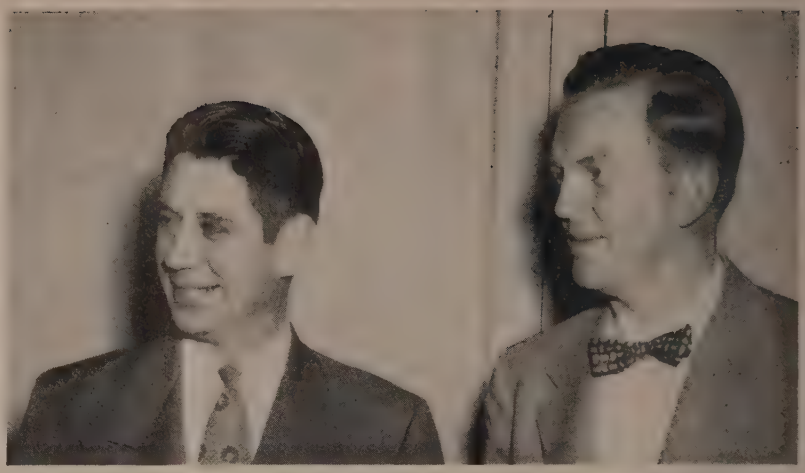
These two objectives they sought to accomplish as best they might with the best information, best minds, and best judgment available. They moved to the task with decision and courage, and despite some protest.

Final measure of success must wait until the catch can be counted and the spawners on the Adams enumerated.

Sager Leaves Fisheries Association of B.C.

Arthur H. Sager, for the past three years with the Fisheries Association of British Columbia at Vancouver, latterly as executive assistant to the chairman, has resigned from that position to become executive secretary of the British Columbia Alumni Association.

Before joining the association, Sager had been secretary to Hon. Robert Mayhew, when he was Minister of Fisheries in the Canadian cabinet. Mr. Mayhew recently returned from Tokyo where he served as Canada's first ambassador to Japan.



Loyd Royal, left, director of the International Pacific Salmon Fisheries Commission, and **R. I. Jackson**, assistant director, are the men who marshall and interpret the facts, who plot the course and recommend the actions which the Sockeye Commission authorizes.

When You're Giving Credit—

● Protocol on international fisheries commissions provides that the chairman does the talking, and that "the Commission" gets the credit.

"The Commission" means the over-all enterprise, that's true; rather than just the appointed members who meet now and then, shoulder the responsibility and approve the recommendations of The Staff.

But when you're giving credit, don't overlook The Staff, the men who do the work; who do the rugged, dangerous work in the field to gather the data which they analyse in the laboratory with microscope and Chi-square —and come-up with the answers.

Here are five of the Sockeye staffers, and there are many more, who should not be overlooked when you're giving credit.

And don't overlook Al Hager. He's gone now, but he was on the Sockeye commission from its inception until his death. He was a commissioner, but he was almost a member of the staff as well, for he followed the fish wherever they went, and with an energy and interest, enthusiasm, intelligence and boundless faith that the Sockeye would come back if they only got the chance.

Al Hager didn't live to see his faith fulfilled—perhaps because he gave so much of himself under the spur of that faith.

J. A. R. Hamilton, left, and **E. L. Whitesell**, biologists of the Sockeye Commission's research staff here flank **Donald Loyst**, tagging party chief, in the field where must be gathered the facts upon which biological accomplishments are built.

What Is Tuna's Common Problem?

California Industry Finds It Rooted In Impact of Imports on Cost and Sales

• Summer of 1954 in California's tuna history saw a recurrence of heavy tuna inventories, plus a bountiful production of tuna from bait and seine boats, and an apparent consumer resistance to the shelf price of tuna.

Result: a lowering of the case price of tuna and a cut in the price of raw tuna.

Further complicating the situation, and indeed a major factor, is the increasing amount of imports of raw tuna and tuna canned in brine.

For a short time it appeared as if the basic strength of California's tuna business might be seriously undermined by divisions within the industry. However, the past few weeks have seen an encouraging show of unity of thought between boat owner, fisherman, and canner, and a realization of a mutual problem: the alarming increase in the amount of tuna, canned and frozen, coming from Japan.

Some observers believe the next few months should see a mutuality of interest consolidating in a realistic approach to the problem created by the increasing imports of canned and frozen tuna, admittedly a large factor contributing to interruptions in the regular flow of tuna from American flag boats, to cans, to retail sales.

• *COMPROMISE CONTRACTS* — In early September new contracts were being written with canners by the American Tunaboat Association, which now functions as a cooperative under the law of the State of California. These contracts are based on a $330 per ton price for Yellowfin as a compromise from the first reduction by canners in July from $350 to $320 a ton.

Although some boat owners and boat owners' groups felt that the new price of $330 would not permit the average tuna bait or seine boat to operate at a profit, there was indicated in the compromise an understanding by the fishing fleet that the canner has a real problem to solve. The problem in brief:

(1) a temporary slackening in consumer interest in tuna;

(2) the serious burden of an inventory perhaps double that of the summer of 1953;

(3) the increasing competition by the lower-priced imported tuna-in-brine on the grocery shelves.

Canners pointed out that imported tuna-in-brine is selling retail in this country from about 7c to 8c a can cheaper than domestically canned tuna in oil.

The annual report of the Van Camp Sea Food Co., just issued under date of August 25, states the situation thus:

"Early last month (July) an acute competitive situation required us to reduce the prices of canned tuna to the trade by $1.00 to $1.50 a case. Following the custom of the canned food industry to guarantee customers against price decline on warehouse floor stocks, we have that immediate obligation to meet. Our own inventories, carried at the lower of cost or market, and current production must be sold at a disadvantage, because there has as yet been no offsetting decline in our purchase price for fish. These two circumstances are adversely affecting our profits at the beginning of our new fiscal year." The quotation is by Gilbert C. Van Camp, president and chairman of the board.

• *IMPORTS EYED* — Boat owners and fishermen, on the other hand, faced with a drop in price and perhaps a further curtailment in production of tuna, were asking for a realistic appraisal of the continued purchases of imported frozen tuna by canners, who were announcing that their inventories were already top-heavy during the first six months of 1954.

It will be recalled that the price of Yellowfin was raised early in 1954, from $320 to $350 a ton. In view of the general economic conditions of the country affecting the tuna industry in 1954, there is considerable agreement that this raise in price was unjustified and not economically sound.

Following the rise in the price of raw tuna, the case price was raised about $1.00 a case. Then, in early July, one of the larger canners of tuna announced it was forced to cut the case price of light meat approximately $1.50 a case to aid in moving the accumulating inventory.

Shortly after that, canners announced they could not pay more than $320 a ton, and the industry was off again on a series of discussions which finally resulted in the compromise price of $330 a ton.

The slump in retail sales following the rise in the price of raw tuna, and the resultant increase in canned tuna price, pointed to the fact that tuna was priced too high to meet competition from other protein foods, state the sales departments of several canneries; and too there was a consistent lowering in the price of meat and poultry with which tuna must ever compete, price-wise, for the housewife's favor.

• *IMPORT PERIL POINT*—Interviews with the various canners by PF during August indicated that they were facing the fact that, although our foreign policy is to keep Japan within the orbit of the free nations (and trading is essential for the Japanese national interest), the California tuna industry is facing a peril point in damage from imports of tuna from Japan.

This appraisal affects frozen Yellowfin or light meat tuna. Fishermen seem to agree that, because of the fluctuations in the seasonal production of Albacore by American boats, canners must rely on imports of Albacore to meet the demand for white meat tuna in times of shortages or inefficient supply by local boats.

The problem of Yellowfin supply is different, some boat owners point out. There are some thinkers in the industry who feel that Yellowfin and Skipjack are an unpredictable resource and that for the canner to rely entirely on the local fleet's production is not sound business, since one year's production may be good, the next bad. Hence the need to depend on importations of frozen Yellowfin to keep brands on the shelves.

• *EXPENSIVE PROMOTION* — It is estimated that California tuna companies spent about $8,000,000 in 1953 for advertising tuna and the promotion of tuna consumption. They point out, therefore, that Japanese canned tuna is being sold in the U. S. with the advantage of this American advertising, which costs the Japanese canner nothing.

The Tuna Research Foundation of California points out that the pre-war average import of Japanese tuna per year was 336,000 cases. In 1952, 1,070,000 cases of tuna in brine were imported; in 1953, 1,600,000. Figures

The Best Yet in Recipe Booklets—

• New-high in fish recipe booklet quality is touched by *"TUNA —A Saga of the Sea,"* published by Tuna Research Foundation, Long Beach, Calif.

The book is beautiful and the recipes carefully tested and selected, but the notable character of the publication lies primarily in its achievement of blending the story of tuna, the fishing, the packing, the nutritional excellence into the zest and flavor of exceptional recipes—a blending achieved as skilfully and interestingly as garlic is blended in chioppino.

There is color in the book also, just as there is color in fishing; and its pull to try tuna is as commanding as the pull of a struck Yellowfin on a three-pole rig.

In short: here's the best fish recipe booklet from the standpoint of product promotion that *PF* has ever seen.

show that for the first six months of 1954 there has again been a substantial increase of Japanese canned tuna in brine.

Tuna in brine is not preferred to tuna in oil by the American housewife; however, the price differential between a can of tuna in oil and a can of Japanese tuna in brine is sufficiently great to give the American canner competition on the shelves, both from the private label standpoint and from advertised American brands. In addition, much Japanese tuna in brine is sold in institutional packs of four-pounds, and American canners claim that this imported pack is nearly putting the domestic pack out of the business. Tuna in brine, canners state, is selling retail in this country 7c to 8c cheaper than domestically canned tuna in oil.

In this connection, it can be pointed out that it is generally agreed that approximately half of the cost of a can of tuna lies in the raw fish price; and it is this which the canner has always in mind when appraising his competitive position and attempting to reach a retail price which will move the tuna on the shelves and not result in a piling up of inventory.

• *MARKET POTENTIAL VAST*—All factors of the industry are convinced that the sales of tuna have not approached any where near the saturation point. One competent individual has ventured the figure of a potential market for canned tuna in the United States of 25,000,000 cases. And the phenomenal growth in production of canned tuna from 1948 through 1953 point to this: 148,290,000 lbs. to 230,865,000. The industry feels that the U. S. consumer should and will eat more tuna every year, if the price is competitive with other protein foods, and if the domestic market is not thrown into chaos by imports.

• *BUT—What of the boat owner and fisherman?* Do they share the producer's view of the tuna market?

There is no disputing the fact that the fixed costs of operating a tuna boat have mounted during the past five years; insurance rates are up, each year brings a larger repair and equipment replacement bill for the tuna bait boat or seine boat.

What is just as significant in the current situation, as it concerns the boat owner, is the fact that whereas the Japanese fishing fleet is expanding, the California fleet is decreasing. Depreciation is rapid, costs are rising, and without a stable production and market for raw tuna, there appears little incentive for investment of capital in the construction of new boats.

• *HOW IMPORTS GROW* — The American Tunaboat Association points to the fact that, while the tuna market in the United States has continued to grow, frozen imports have contined to grow at a faster pace, measured as a share of the total tuna supplied and as a share of the total market for canned tuna and tuna-like products.

The ATA has compiled these figures: Japan's share of the total imports of frozen tuna over the last five years has risen from about 14% to 81%. For the first three months of 1954, Japan has supplied 72.8% of the total imports. The National Canners Association give these statistics: imports of fresh and frozen tuna totaled 63.3 million pounds for the first half of this year, 20.5 million pounds more than a year ago.

• *BOAT COST FACTS*—An average purse seiner fishing year-round for tuna must make at least five trips per year, with capacity catch, to make a profit. Three trips a year, and the boat customarily operates at a loss, declare purse seine men.

A bait boat, with larger tonnage, can possibly operate at a profit with three to four trips a year. Therefore, any curtailment of production or reduction on tonnage accepted by the canner means a serious loss to the tuna seine or bait boat.

Such boats, declare boat owners cooperative organizations, can operate at a peak efficiency if the boats are permitted to work at normal production levels and if they are unloaded quickly and can leave immediately for the tuna grounds.

The peril point arrives when a cannery's seasonal inventory becomes heavy and it is felt that a curtailment of tonnage or price or both becomes necessary.

What of a slackening in production by the domestic fleet? Canners are emphatic that they have no wish to rely entirely or even in large part on imports of Japanese tuna when local production is unstable. They emphasize that they consider their purchases from Japan and other sources as a supplement only to the production of their own fleet, which they wish to keep at all times in efficient working condition.

Whatever the internal differences of the California tuna industry in September, 1954, and these have existed and will continue to do so, the industry is a great and growing one, with a great sales potential.

All hands agree that the mutual problem demanding solution is the peril to the industry of the increasing amounts of frozen and canned tuna imports. The months ahead will see a moving toward the elaboration of facts of the tuna industry for presentation to the review and revision of the General Agreement on Tariffs and Trade, which may result in the intention of the Administration to convene another multilateral, rather than bilateral session with Japan. Such a general conference would be similar to the Geneva, Torquay and Amnecy negotiations. It is reported that February 1 will be the Administration's date for start of multilateral negotiations that will include Japan.

This, then, is the California tuna industry's "target for tonight."

August Tuna Tonnage Down From July High

The heavy tonnage received by California tuna canneries during July was reduced somewhat in August. The month of July recorded 28,554 tons for both San Pedro and San Diego as compared to 23,292 for August (San Pedro, 15,062, all species, San Diego 8,230, all species).

The case pack for August of 1,160,254 compared to that of July: 1,308,288, of which light meat tuna contributed the largest amount, 943,746 cases.

Southern California canneries have packed 38,578 cases of anchovies, processed from an August tonnage of 1,076. Compared to July: 1,555 tons, 43,149 cases (1 pound talls and 5 ounce round 100s.).

TO HELP MOVE YOUR CANNED FOODS-

Continental offers $2500. to grocers with best promotion ideas

To help super-market operators sell more canned foods, Continental launched a new broad-gauge program last month. This is a continuous program. As time goes on, we are going to drive home the point that canned foods are the most promotable items in the modern grocery store.

This month, to increase interest still further, we are announcing a $2500 contest to grocers for their best ideas on promoting canned foods. There will be 32 prizes, and we expect hundreds of grocery people to participate. Experience shows that for every grocer who enters, a dozen more will be thinking about the opportunity that canned foods present.

FOR GREATER SALES... MONTH AFTER MONTH

Each month, five leading grocery magazines are carrying Continental's handbook of practical canned foods promotion—the *Canned Foods Merchandiser.*

In addition, we are publishing our monthly *Canned Foods Merchandiser Digest.* Our mailing list is growing fast. We hope soon to catch the eye and imagination of every alert super-market operator. We're going to sell canned foods where they must be sold—*in the store.*

Reprints of *Canned Foods Merchandiser* and the *Digest* are available in any quantity upon request.

READ BY 242,000 GROCERS

- CHAIN STORE AGE
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- PROGRESSIVE GROCER
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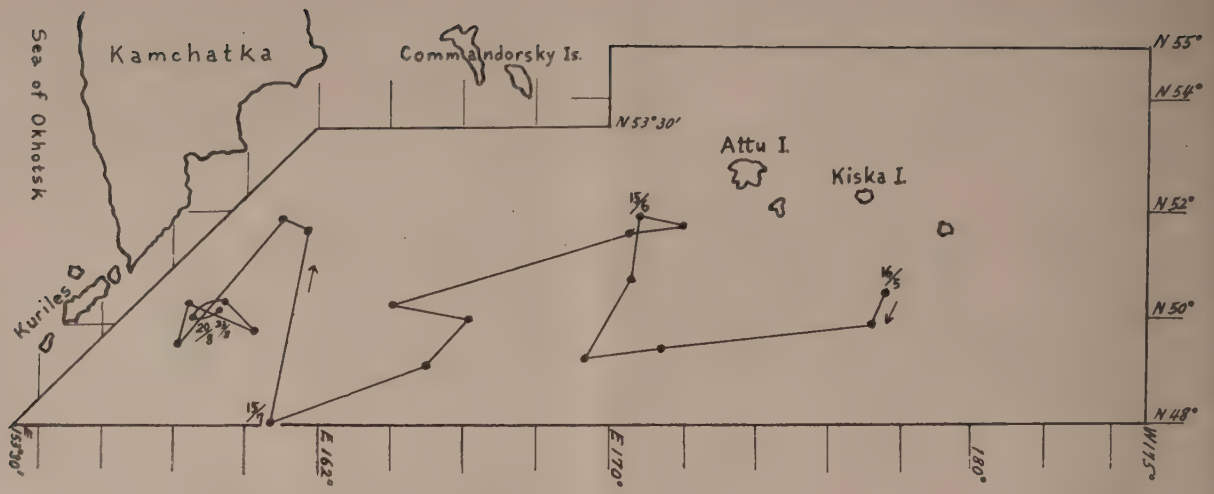
Central Division: 135 So. La Salle St., Chicago 3
Pacific Division: Russ Building, San Francisco 4



The Track of a Mothership—Chart of the North Pacific area fished by Japanese expeditions, with the stations and travel track of one of the seven floating cannery motherships logged. The other ships and their saetellite fleets followed similar general courses.

Japan's 20 Million Salmon Over-Shoot Target by 38%

● Over-shooting the "target" by 38%, the Japanese high seas salmon expeditions to the North Pacific took 20,422,789 salmon, almost three times the catch of 1953.

"Target" for the expeditions, as established in advance of operations, was:

Variety	*Number*
Red	3,310,000
Chum	4,812,200
Pink	6,073,500
Silver	548,100
Total	14,743,000

When this pre-season estimate is compared with the details of production presented in the accompanying table, provided by our Tokyo correspondent, it will be seen that the great gain in 1954 came in the case of Chums, with Silvers also running importantly above the forecast.

The catch of Chums exceeded the target by 4.5 million fish, while the catch of Silvers was about 2.5 *times* the predicted figure. Reds and Pinks were quite close to the mark, volume of catch considered, with the Reds 500,000 above the target and Pinks 300,000 fish below.

Japanese opinion ascribes a substantial share in the increase in productiveness to the use of improved gear. All gillnets employed this season were made of Amilan, a nylon-like material, which proved very effective. The season's average catch per gillnet boat was slightly under 100,000 fish.

Effect of greater experience and the training of previous seasons was noted in the yield per man; and the employment of the so-called "investigation ships" is believed to have paid-off. These vessels served as scouts, seeking the best fishing locations for the other boats of their company fleet, and then joining in the commercial fishing once good fishing waters were located.

Japanese Trawlers Test Bering Banks Once More

Making her second trip of 1954 to the banks on the Alaska side of Bering Sea, the 1,000-ton steel trawler *Asama Maru* of the Nippon Suisan fleet sailed from Japan late in the summer for a further survey of the banks found productive early in the season.

If her second trip proves satisfactory, it is understood that the operating company plans to step-up its trawl activities in the Bering Sea, and to shift them to a mothership type of operation. This would be based on the *Mirjajima Maru*, which would be serviced by five trawlers.

Mirjajima Maru operated as a salmon mothership in the North Pacific during the season of 1954. Japanese first impressions of the Bering Sea trawl grounds was that character of the fish taken might make it difficult to operate successfully on a home-based program; but that if fish were found in considerable abundance they could be utilized successfully by freezing and salting aboard a mothership.

CATCH OF SALMON BY JAPANESE GILLNET BOATS ON NORTH PACIFIC HIGH SEAS, 1954

Mothership	No. of Catcher Boats	Red	Chum	Pink	Silver	King	Total	Operating Period	Operating Firm
Eijin Maru	41	818,777	1,794,689	1,010,382	258,740	16,871	3,899,459	5/16-8/23	Taiyo Gyogyo
Miyajima Maru	41	1,055,077	2,035,989	825,772	252,244	22,224	4,191,306	5/18-8/17	Nippon Suisan
Meisei Maru	27	438,151	1,330,976	602,289	179,285	6,476	2,557,177	5/16-8/18	Nichiro Gyogyo
Kyoho Maru	33	767,773	1,592,034	792,709	189,016	7,728	3,349,260	5/16-8/19	Nichiro Gyogyo
Gin-yo Maru	25	193,690	1,033,123	1,434,312	210,765	4,537	2,876,427	5/21-8/15	Hokkaido Gyogyo
No. 3 Kyodo Maru	19	260,540	829,973	526,894	151,340	9,179	1,777,926	5/16-8/20	† Hakodate Kokai Gyogyo
Saipan Maru	19	278,452	745,950	599,861	139,585	7,386	1,771,234	5/16-8/11	Taiyo Reito Bosen
Total	205*	3,812,460	9,362,734	5,792,219	1,380,975	74,401	20,422,789		

Note: * Includes 45 "Investigation ships". † Joint management with Kyokuyo Hogei K.K.

"Demarcation Line Must Have Scientific Basis" —Fujinaga

● Dr. Motorsaku Fujinaga, chief of the investigation-research section of the Japanese Fishery Agency, and member of the Biology and Research Committee of the International North Pacific Fisheries Commission, interviewed by the Japan correspondent of *Pacific Fisherman* at the end of August, roughly a month before that committee meets to formulate its recommendations to the Commission, said:

"So far there is nothing in particular, nor has there been any specific movement among us as regards our duty as a committee of the international fisheries commission.

"We are expecting much from the results of the field studies by the government research vessels that have been in contact with the Japanese ocean salmon fishing activity on the North Pacific. Right now such vessels are coming back from the fishing areas. We shall have a good deal of data from this year's operation, and shall be able to show good effect.

"All members of the Japanese committee are of the same sentiment: that any artificial demarcation line drawn on the sea water and has no scientific basis—a line such as the Rhee line drawn between Korea and Japan—should be abolished; for, once such a custom is established, there would be no limit for other nations of the world in imitation."

Japanese Bering-Aleutian Whale Kill Very Heavy

Whales to the number of 1,979 were killed in Aleutian-Bering Sea waters during the summer of 1954. Of this number, 1,129 were taken by the eight killer boats serving the factoryship *Kinjo Maru,* of the Taiyo Gyogyo fleet.

Operations of Taiyo began May 16 and were suspended Aug. 18, a full month ahead of expectation. The catch far exceeded preseason forecasts.

Whaling was also being carried on by the *Baikaru Maru,* which at the end of August reported she had taken 850 whales. At that time she was reported working about 20 miles south of Akutan Island in the Aleutian Chain.

The *Kinjo Maru* catch is reported by species:

Blue	117
Finback	355
Humpback	120
Sei	47
Sperm	490
	1,129

Fish Sticks Duty Bill Signed by President

President Eisenhower in September signed the Bates bill which applies duty of 20% ad valorem on breaded fish sticks, not cooked; and duty of 30% on cooked sticks.

This takes imported fish sticks out of the category of fillets and blocks of fish frozen from them.

Japanese Bering Sea Trawl Results Fair

The 1,050-ton trawler *Asama Maru* of the Nippon Suisan K.K. fleet returned from her maiden trip in August with 550 tons of bottom fish taken in 27 days of actual fishing in eastern Bering Sea.

Captain Kawasaki said most of the catch consisted of flatfish, with a yellow variety running 2-3 lbs. in weight and of good flavor having the best prospects of commercial value. He was disappointed in the catch of codfish, and does not hold much hope for this species in future.

He believes that summer trawling in Bering Sea will show fish to be plentiful; and that the venture can be economically profitable if better acquaintance with the fishery enables them to shorten the trip.

Asama Maru landed large flatfish frozen and packed in wooden cases and small flatfish and codfish salted.

Kayler-Dahl Activities Centered on Waterfront

Kayler-Dahl Fish Co. by the end of August had established its offices and all its Puget Sound activities in its new headquarters on Pier 57, formerly known as the Milwaukee Dock, on the Seattle waterfront.

The company has leased the entire pier and has installed there a thoroughly modern cold storage, while cannery equipment is expected to be added this fall. A portion of the pier has been leased to John Antonich's Seaport Fish Co., which operates a general wholesale fish business, beside providing fish-packing and handling service for Kayler-Dahl on a custom basis.

Operations of the Kayler-Dahl enterprise now have focal points at Petersburg, Alaska, where they began, Seattle and Palmyra Island, just north of the Equator, where the company has shore facilities for its fleet of long-liners now conducting experimental fishing in the Line Islands.

Dean Kayler reported at the end of the summer that the steel gear used by the three-boat fleet in its initial operations would be modified somewhat for subsequent trips. Losses of fish were excessive in the first trial, a condition believed due to the lack of elasticity in the steel gear and the manner in which it was set.

1,000 c.p.m.

● Means "cans per minute".

That's the rate-of-operation of a new high-speed precision closing machine announced by the Continental Can Co.

Manufacturer of this machine mentions nothing of it's being used in fish canning—and perhaps it never will be; but any foreman who has checked a chuck will know what it means to roll 1,000 seams in 60 seconds.

Interesting that one of the most difficult problems in the development of the 1,000 c.p.m. seamer was to assure continuous delivery of can tops at this speed. To do it dual cover-feeds are employed, and these are actuated by the cans passing through a magnetic field.

And do you remember the soldered can?

Co-op Installs Herring Plant at Prince Rupert

The Prince Rupert area in British Columbia will have another reduction plant this fall, Fisheries Co-operative Federation having purchased some of the mechanical facilities of a California company to be installed adjacent to the association's other operations on the waterfront.

The Federation has processed oil and meal in the past, but this will mark the entry into a more complete herring reduction operation.

Major reduction plant in the area last season was Nelson Bros.' Port Edward establishment. B.C. Packers and Canadian Fishing Co. both have plants in Prince Rupert, although they have not been continuously active.

Cost of the Federation's project is estimated at $150,000.

Outboard Motor Tax Brings Bitter Outcry

Up in Juneau, Alaska, the school district proposed to levy a tax on outboard motors as such, taxing motors independently as much as $10 each per year, and quite in addition to the tax on the boats which use them.

This proposal triggered a burst of protest, for in Alaska outboard motors are an essential tool of hundreds and thousands of resident commercial fishermen, used in the production of fish which are of themselves taxed heavily.

As the airplane has almost eliminated the sled dogs of the North, so today the outboard gives power and speed to the coastal fisherman of the Territory, replacing his kayak and umiak.

Sea Lions Destroy Two-Thirds of Catch

Sam Bartello, gillnet fisherman-owner of the *Twenty Grand*, San Pedro, voices the opinion of many fishermen when he states that some kind of a control on the sea lion is necessary in the interest of fishery economics and conservation as well.

Sam points out that gillnetters actually take only about one-third of the fish caught in their nets. Sea lions damage the rest; and what is more, when the fish in the nets are attacked by the sea lion, only the stomachs are eaten.

The skipper of the *Twenty-Grand* believes a fortune could be made for someone who can invent a repellant for a sea lion, something, perhaps, along the line of what was developed during the war as a repellant to sharks menacing flyers downed in tropical waters.

Canada's Labor Congress Rejects UFAWU Plea

Because of the claim that Communists dominate the affairs of British Columbia's United Fishermen and Allied Workers Union, Canada's Trades and Labor Congress voted it out of affiliation with the national organization a year ago.

In August, the fishermen's union attempted at the annual meeting of the Congress to get reinstated, but without success. The Congress maintained that if the fishermen wanted to get rid of the union's allegedly communistic leaders they could apply again, but the suspension would stick until then.

Leaders of the 6000-member fishermen's union were quick to repudiate the charge of being Reds, criticized the Trades and Labor Congress for "discrimination" and charged it was trying to break up the union.

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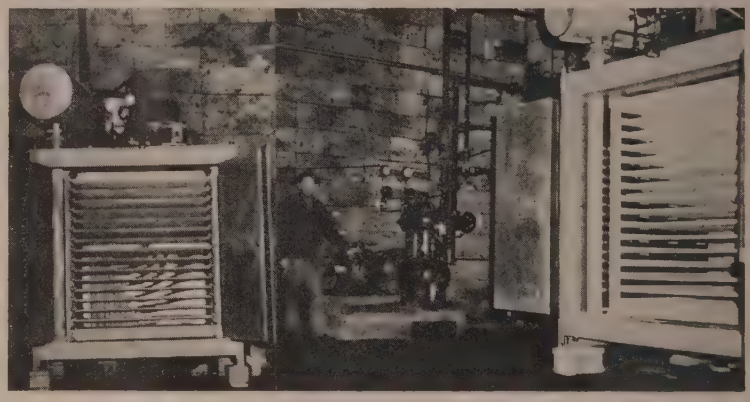

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PACIFIC FISHERMAN'S NEWS

OCTOBER 1954

Record Run Of Sockeyes Hits Fraser

● Sockeye salmon fishing peaked in British Columbia and Puget Sound waters this season in a run exceeding any since 1931; and the best *ever* recorded for this four-year cycle.

The catch at presstime had topped 8 million fish, and was still growing.

At that time the Americans were in the lead, but the Canadians were expected to catch-up, and perhaps forge ahead, later when fishing was re-opened after the required escapement had been secured.

The Sockeye commission wants 1,250,000 fish on the Adams River spawning grounds, and means to get them from the peak of the run, timed to arrived when spawning can be most productive.

No more 1950 flops as result of a spawning escapement composed of late-arriving tail-enders, thank you.

Phenomenal catches were made during the peak of the run, particularly by the Canadians working in the vicinity of Active Pass. Several boats took as many as 15,000 Sockeye in a single set—worth close to $2 each.

Concentration of gear was the heaviest ever known, with about 300 Canadian seiners and 3,000 gillnetters working; while the American fleet was counted at about 325 seiners and 500 gillnetters. Each fleet took in the neighborhood of 500,000 fish on several days.

Quite a number of Southeast Alaska boats came down after the season there was closed early, arriving in time to hit fantastic fishing.

Price of Tuna is Compromised, But Some Canneries Curtail Purchasing

● San Pedro and San Diego purse seine and bait tuna fishermen in early September were fishing at a tonnage price of $330 for Yellowfin and $290 for Skipjack, a compromise price retroactive to July 21.

New contracts were being negotiated with canneries by the American Tunaboat Association and the Fishermen's Cooperative Association. It was reported that several canneries in the San Pedro area, having taken their tonnage quota as specified by contract, had indicated that they were taking no more tuna now.

While canners were talking of a realistic price for raw tuna, purse seiners were taking a look at their operating costs and what the reduction in price and loss of fishing time would mean to (1) year-round tuna seine boats; and (2) those now relying on tuna for the yearly income which was formerly taken largely from the sardine and mackerel fishery (now in the doldrums).

The average year-round tuna purse seiner must make five trips a year, at capacity or near capacity, in order to keep operations out of the red. Many of the boats now fishing tuna are doing so because there is no sardine resource and not much demand for mackerel.

At the lowered price of tuna per ton, most tuna purse seine boats will lose money this year, it is declared.

Boat owners quote these operating figures; for the average tuna boat:

Depreciation, $10,000
Tax, county, $1400 to $1500
Society security, $2,000
Insurance, $10,000 to $15,000
Engineroom supplies, etc., $5,000
Repairs, drydocking, $12,000
Nets, repairs, $7,000 to $8,000

Regardless of the number of trips permitted a purse seine boat, and the tonnage delivered, the expenses listed above, not including trip costs, go on and on.

The tuna purse seiner declares it is the victim of the seasonal fluctuations in the demand for tuna by the canners. Particularly hard-hit, as stated before, are the "local" vessels which formerly relied on tuna for a supplement to income supplied by the sardine and mackerel fisheries, or which confined their fishing exclusively to the latter fisheries.

"Barbara Ann" and "Joey" Fixed Up

Barbara Ann, salmon and crab boat owned by Mario Balestrieri, San Francisco, has been repowered with a Chrysler Crown engine with 2½-1 reduction gear, purchased from and installed by Boicelli & Boss, Fishermen's Wharf, San Francisco. A new fresh water cooling system of Boicelli & Boss' own design was also installed, and a new Columbian propeller was fitted. A 60-amp auxiliary generator set was also installed.

Ignazio Balestrieri, Mario's brother, installed identical equipment, and new Chrysler Crown engine in his boat **Joey.**

New Mill For Joe

Joe Lucin, Everett, Wash., has repowered his seine boat **Johnny L** with a Model 6-110 General Motors diesel equipped with a 3.7 to 1 GM hydraulic reverse and reduction gear. The engine was supplied by the Evans Engine & Equipment Co., Seattle.

Crescent City Fisherman Passes

Northern California fishermen joined recently in mourning the death of the late Robert Bateman, Crescent City, owner of the boat **Geneva A.**

Bateman was stricken with a heart attack while working on the engine of his boat at Crescent City.

Bateman had lived in Crescent City for about eight years and was a popular member of the fishing trade. Survivors include the widow, Amelia; and four children, Virginia, Phyllis, D. W. and Robert.

Standard Engineer's Report

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Nice Albacore Fare

One of the largest late August Albacore deliveries to San Diego came from the *North Wind*—12 tons.

Southern Albacore Catch Drops Sharply

Mason Case, manager of the California Commercial Fisherman's Assn., Terminal Island, points to the fact that Albacore tonnage produced by the domestic Albacore fleet was considerably below that of 1953. To July 31 it was 4,271 tons as opposed to 6,976 tons. A few boats were still fishing the high seas off Mexico, but for the most part the fleet had moved north, as August ended.

The Southern California Albacore season saw the boats of the Federated Fishermen's Associations, Inc., operating under contracts signed by Van Camp Sea Food Co., Star-Kist Foods Inc., Westgate-California Packing Co., Sun Harbor Co., Franco-Italian Packing Co., South Pacific Canning Co. and Pan Pacific Fisheries, San Pedro and San Diego. The contract price was $410.

Bill Hunter was in charge at San Diego, and in Terminal Island, the California Commercial Fisherman's Assn. represented the Albacore fishermen. Hunter moves up the coast as the fish move.

Recently, with the show of Albacore off Northern California, two new buyers of Albacore signed contracts: Washington Packing Corp. and the F. E. Booth Co., both of San Francisco.

Collision Cripples "Finita"

The San Diego fishing boat *Finita* had a disastrous collision with a Philippine motorship 20 miles south of Point Loma in mid-August.

A haul-out at Mauricio Bros. boatyard showed that the *Finita's* stem had been shoved back nearly a foot and the hull planking splintered and torn from the weather deck to below the waterline. Carl L. Samden is owner-skipper of the boat and says he plans to file an admirality suit against owners of the Phillipine boat, the *Nonsuco.*

Crabber "Lou Ann" Has Beautiful Hull Form

The graceful, sea-proven lines of the Columbia River gillnet boats of days long gone are caught in modernized form in *Lou Ann,* a 36′ crabber launched recently by Columbia Boat Building Co., Astoria, for Jack Webb and Chris Henry.

Designed by Matt Tolonen, *Lou Ann* proves that the easy-driving, seakeeping hull form of the gillnetter can be saved in the power and carrying capacity which the crabber must have.

Lou Ann is powered with a Chrysler Imperial V-8 of 200-hp., turning through a 2.56:1 reduction gear. The engine was sold and installed by Ed Olson of the National Supply Co. branch.

Owners of *Lou Ann* are old hands at the trade, Webb having been a member of the crew of Oswald Sigurdson's *Bell Buoy* crabber, while Henry is a well-known Columbia River gillnet fisherman.

800-lb. Sword Ironed

John Gridley and Ray Silver netted an 800-lb. Broadbill swordfish after an eight-day commercial fishing cruise. The fish was taken off Del Mar in Southern California and sold for about 52c a pound. The boat from which the catch was made was the *Elsa.*

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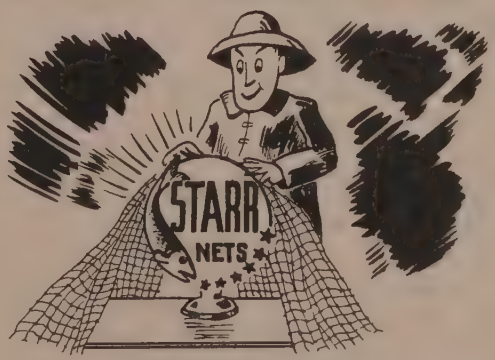

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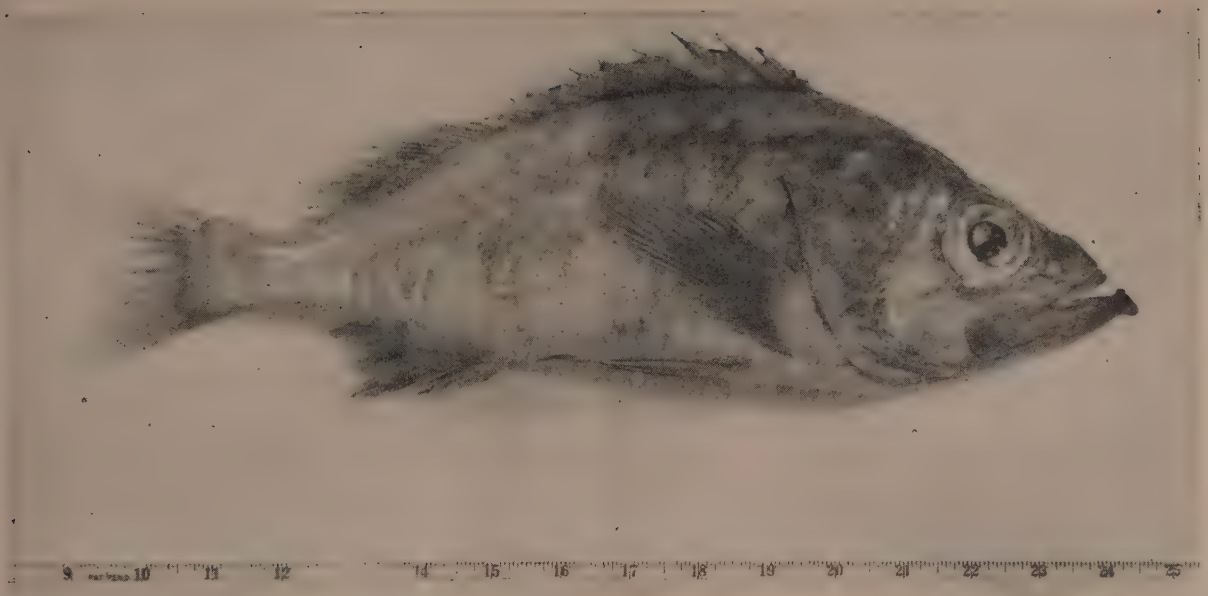

How High Can Perch Climb?

What is the Alutus Potential How Much Can We Sell?

At What Profit? How Much Can We Catch? And Where?

By
Dayton L. Alverson

A little over eight years ago, the Pacific ocean perch was known only as a scientific curiosity and was reported in the fisheries literature as being rare. Today, it makes a substantial contribution to the Oregon and Washington trawl fisheries, and this year rates among the top three in volume of bottom fish landed in both states. Washington landings of perch in the first six months of 1954 have surpassed the perch catch for all of 1953.

In 1948, shortly after landing a job with the Oregon Fish Commission, I had the opportunity of making a trip with Walt Minor, skipper of the trawler *Harold A.* Walt made his first set in approximately 90 fathoms on the north edge of the Columbia River Canyon. After towing for about two hours, the gear was hauled and a large floater broke the surface 75 fathoms astern of the boat—an island of red rockfish.*

"What are they, Walt?", I asked. "Rosefish", he said, "but it is no money in our pocket. There is no market for rosies".

When the catch was dumped into the checkers we sorted out the largest of the rosefish and dumped the remainder over the side. Twelve thousand pounds were landed and 10,000 pounds returned to the sea. This was my first contact with Pacific ocean perch. Later that day, Jackie Ray, a crew hand, (now skipper of the *Oregonian*) mentioned that the Yaquina Bay Fish Co. was putting up an experimental pack of rosefish and marketing it under the name of "Ocean Perch".

*Extreme changes in pressure cause the air bladder and other areas of trapped gases within these fish to expand as they move toward the surface. The increased buoyancy resulting from this expansion is sufficient to float the net and remaining trawl cable to the surface, thus forming a large island of fish.

FIRST SOLD IN '45— A few landings of this species were made in 1945 at the Yaquina Bay Fish Co. and Dudley W. Turnacliff, head of the company, noted the similarity of the rosefish with that of an East Coast form marketed as ocean perch. For the first two years rosefish were sold fresh, and it was not until 1947 that frozen fillets reached the market as "Newport Brand Ocean Perch." This was the first attempt at establishing this name for a West Coast variety of rockfish.

From 1946 to 1948, the market increased and during 1949 approximately 1,000,000 pounds were landed at the Yaquina Bay Co., Newport, Ore. In October of that year, a shipment of the West Coast perch was seized by the U. S. Food and Drug Administration, and libel action was brought against the company for labeling fillets as ocean perch.

Mr. Turnacliff, with the aid of the "Ocean Perch Committee", was able to accumulate facts supporting the validity of the name of ocean perch for this species. The case was never tried and in June, 1951, permission was given to market rosefish as "Pacific

---

Mr. Alverson is a member of the biological and technical staff of the Washington Department of Fisheries, assigned specially to the otter trawl investigations. With background as a practical biologist and experimental and exploratory fisherman, he is recognized as one of the best-versed experts on Pacific trawl fishing.

Ocean Perch", pending further scientific study. The scientific study was to be a careful taxonomic examination of the differences between the genus *Sebastodes*, to which the Pacific ocean perch belongs, and of the genus *Sebastes* of which the Atlantic Ocean Perch is a member. To my knowledge, this systematic study has not been attempted during the three years which have elapsed since the ruling. The Food and Drug "if clause" seems to hinge on the question whether the differences described in fisheries literature show sufficient variation to warrant placing these species in two distinct genera.

One of the most comprehensive studies of the Pacific rockfish made in recent years is that of a Japanese scientist, Matsubara. This taxonomist places all Pacific rockfish, including the Pacific ocean perch, into the genus *Sebastes*, along with the Atlantic forms. Wilimosky, an icthyologist with Stanford Museum of Natural History, has also suggested following this classification. The works of these taxonomists tend to support continued use of the term Pacific Ocean Perch. Certainly a large number of fishery scientists familiar with these groups are in favor of placing them into one genus (*Sebastes*).

The Pacific ocean perch is a member of a large rockfish group which is found from Lower California to Alaska, along the Japanese Coast, and in certain areas off South America. It is classified by scientists as *Sebastodes alutus* (or *Sebastes alutus*). It was originally described in 1891 from a specimen taken off the Santa Barbara Islands, and since that time it has been recorded along the Pacific Coast north to the Aleutian Chain. It was first exploited commercially in the area off Central Oregon, northwest of Yaquina Bay. Gordon White, Max Carlson, and other Newport drag skippers played important roles in the development and expansion of the grounds in this area.

RANGE and DEPTH—Exploratory work by the Fish and Wildlife Service Vessel *John N. Cobb* in 1950 and 1951 located new grounds off Washington and Oregon and promoted interest in the fishery. During the same period, Astoria boats prospected and located perch grounds adjacent to the Columbia River Canyon. Washington draggers searched to the north and found grounds off Vancouver Island and in Hecate Strait. Today, Pacific ocean perch grounds extend from Northern California to Hecate Strait. Ironically, the company which fostered the development of the fishery no longer handles bottom fish. However, Astoria

Principal Perch Sources Of Present-Day Fishery

fish houses started filleting the west coast perch after the 1951 ruling of Food and Drug. Bellingham and Seattle dealers followed shortly.

Perch fishing is primarily a deep-water, off-shore operation carried on in depths from 100 to 200 fathoms. During the first several years of the fishery, relatively few boats carried enough cable to fish at depths exceeding 100 fathoms. As the market for the deep-water rockfish increased, a number of boats enlarged the capacity of their drums and added cable. By 1953, the majority of the off-shore draggers in the Pacific Northwest were equipped for deep-water fishing.

Net floats presented a particular problem in the fishery. The majority of floats on hand were not sturdy enough to stand the pressure at depths exceeding 100 fathoms. The problem was solved in 1950 with the introduction of a stronger and more durable float, the Phillips Deep-Sea Float. These floats made of an aluminum alloy proved satisfactory during experimental dragging by the *Cobb* at depths exceeding 500 fathoms. Because of its resistance to rust and its structural strength, the Phillips float has been adopted by most of the deep-water trawlers fishing out of Oregon and Washington.

Washington-Oregon Ocean Perch Landings

Year	*Pounds*
1946	96,840
1947	164,000
1948	211,000
1949	972,000
1950	1,511,000
1951	1,892,000
1952	3,384,000
1953	5,000,000
1954 (Estimated)	7,000,00

FISHING TECHNIQUE — There is little difference in the methods used in the perch fishery and those normally practiced when capturing other bottom fish. The nets are rigged in the same manner as when fishing rockfish on shallower grounds, save that extra floats are usually attached to the headrope to assure that the net rides high and open. However, experience has taught perch fishermen that the doors or otter boards will easily cross while setting in deep water if the warps are not let out evenly and with a constant strain. Loran is also a more essential item in this fishery than for in-shore grounds. Most of the banks are well off-shore and out of sight of land. Locating the fishing banks is difficult without this electronic aid. Perch fishermen use loran together with the echo sounders to fish a number of steep off-shore grounds.

Terminology applied to Pacific Ocean Perch has been rather confusing. Originally, they were referred to as rosefush or "rosies" by most fishermen. Usually, the landings contained several other varieties of deep-water rockfish which were difficult to distinguish from perch. However, fillet line workers soon learned to detect the differences between species.

In May of 1953, army buyers demanded that only *Sebastodes alutus* be accepted for perch bids. The term rosefish was then arbitrarily dropped as referring to perch and was used to designate another rockfish, (*Sebastodes diploproa*), commonly taken during perch fishing. With the changing market demand, fishermen also found it necessary to distinguish between the various deep-water rockfish and now catches are segregated aboard the vessels.

Little is known regarding the life history of this species other than that which applies to rockfish as a group. Spawning occurs in the winter months, when the female gives birth to living young. Examination of Albacore stomachs has shown that juvenile perch play an important role in the diet of this fish. Studies made in 1950 and

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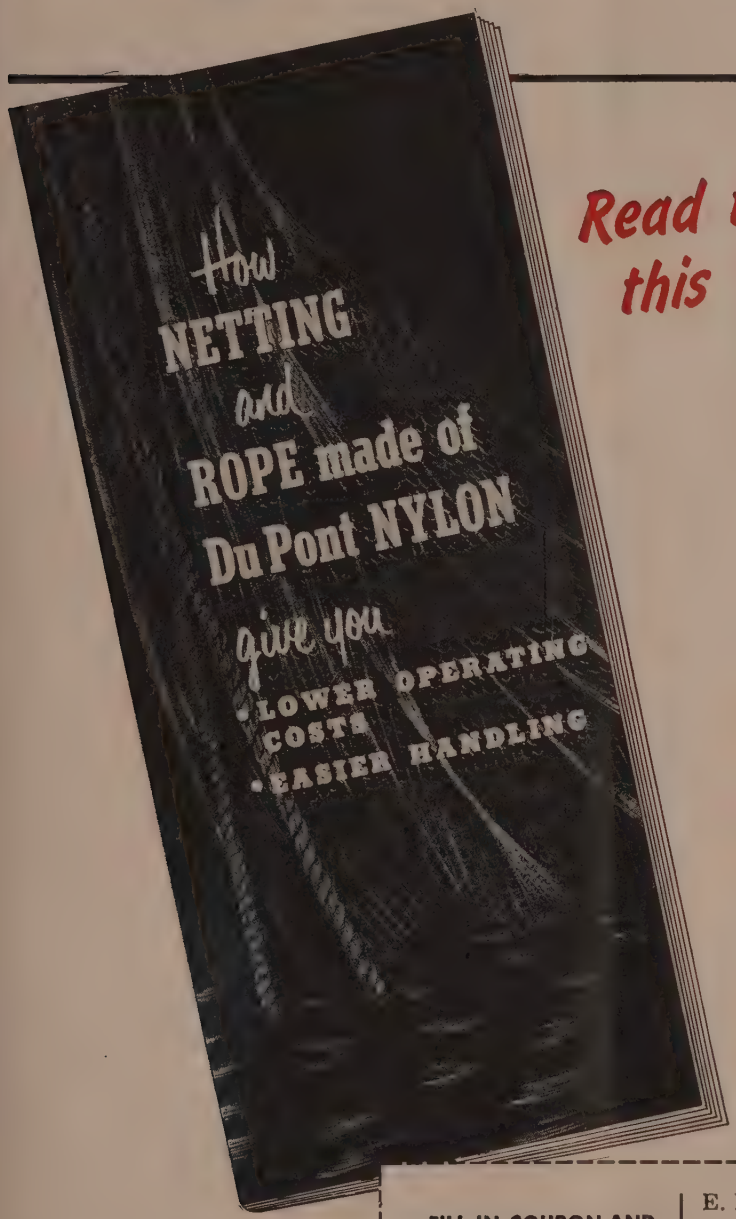

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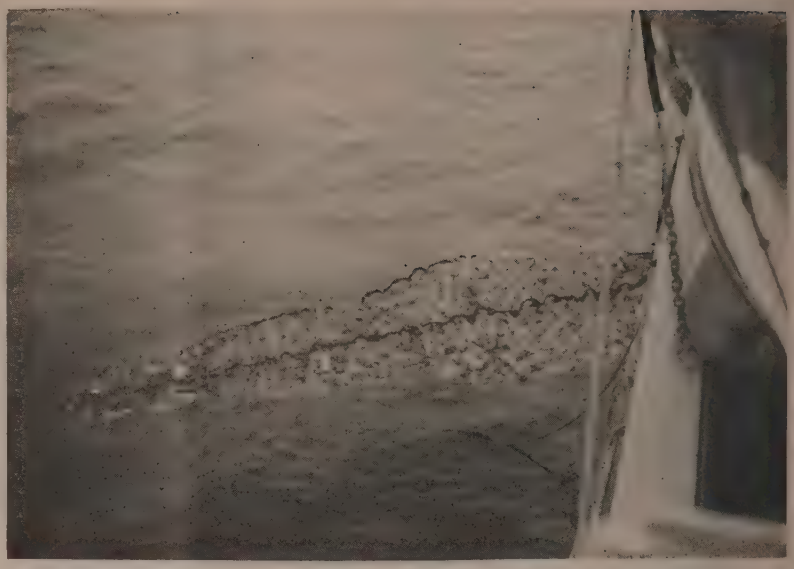
1951, found small perch to be the most abundant item noted in the stomachs of Albacore captured off the Washington and the Oregon Coast. In excess of 100 were found in individual tuna, and they were found in stomachs of fish taken as far as 350 miles off-shore. Young perch are very similar in shape to their parents. However, in contrast to the carmine red coloration of the adult, the young are greenish blue above and white on the under surface. This is the typical coloration of many of the pelagic off-shore fishes. The juveniles removed from Albacore stomachs ranged from ¾" to 3" in length, while adults taken by the fishery range from 10" to 20" with an average of about 15". Biologically, the fishery is unique among trawl species, almost no immature or unmarketable fish are captured.

As mentioned previously, perch were first sold on the fresh market. Today, practically the entire catch is filleted and sold as a frozen product. Some producers run the whole fish through a scaling machine and then fillet the fish, leaving the red skin on one side. Others both fillet and skin the fish. The demand for the two products seems to vary geographically.

Trawl fishermen and bottom-fish dealers ask many questions regarding this fishery and its future. Several of the more common questions I have tried to answer and discuss below:

1. *Does the Pacific Ocean Perch fishery have potential comparable with that of Atlantic Ocean Perch, catch of which runs as high as* 258,000,000 *lbs. annually?*

Not on the grounds which produce the present catches. However, the bulk of landings to date are taken from a relatively few isolated banks. The Washington fishery takes 90% of its perch catches from three grounds, which represents far less than 1% of the available trawl area on the continental slope along the same coastal area. The expansion of the fishery necessitates further prospecting for new banks. The geographic distribution of the species ranges through the Gulf of Alaska and west along the Aleutian Chain. These areas represent a tremendous trawl potential. It is my belief that the greatest abundance of this species will be found further to the north. During the latter part of July the exploratory vessel *John N. Cobb* reported ocean perch catches of commercial size off Middleton Island in the Gulf of Alaska. Biologically, the fishery may have a potential which is tenfold that of the present fishery. However, economic factors probably will determine production during the next several years.



***PERCH FLOATER*—Crowded cod-end packed with perch floats-up alongside a dragger.—Photo courtesy U.S. Fish and Wildlife Service.**

2. *Will the present grounds soon be depleted?*

As information on the life history of this fish is scarce, it is difficult to make any categoric answer to this question. I do not feel that the present grounds will be fished out or depleted to a point of discontinued production, but they may produce at a lower level and show a gradual decrease in the average size of fish taken by the fishery. As perch inhabit a number of unfishable areas, there seems to be little threat of reducing the spawning stocks to a dangerous level at the present.

3. *Why are perch desired over other varieties of rockfish?* Technological tests on Pacific Coast rockfish have shown *Sebastodes alutus* to have a longer cold storage life than other commercial rockfish species. These tests have demonstrated it to be superior, in this respect, to other West Coast varieties and at least equal to that of the Atlantic ocean perch. This is the major reason for its demand and exceptance by army purchasers.

NOT A BONANZA—The Ocean Perch fishery cannot be counted as a windfall or bonanza for the trawl fishermen or to the dealers, but has grown steadily in importance and volume in the Northwest trawl fishery. At present it is dwarfed by the major fisheries of the Pacific Coast. To the fishermen, it is not a "money fish". At 4c a pound a trawler must make large landings to make the effort pay. Many of the perch banks are filled with snags, and the loss of gear has been high. The depth at which the fishery has been carried on requires longer periods to set and pick up the gear and weather conditions on the off-shore grounds are often adverse. Dealers also have their troubles. The millions of pounds of East Coast perch and imports on the market have made competition keen.

While the amount paid the fishermen for ocean perch may not seem high, the recovery of salable fillet is quite low, and the occurrence of nematode infestation among perch from certain grounds makes candling of all perch fillets imperative, with increased cost resulting.

The margin of profit is slender, and no one is making a killing.

Nevertheless, landings are on the increase and the market improves gradually. How high they will rise and what the perch potential may be the next 10 years will tell.

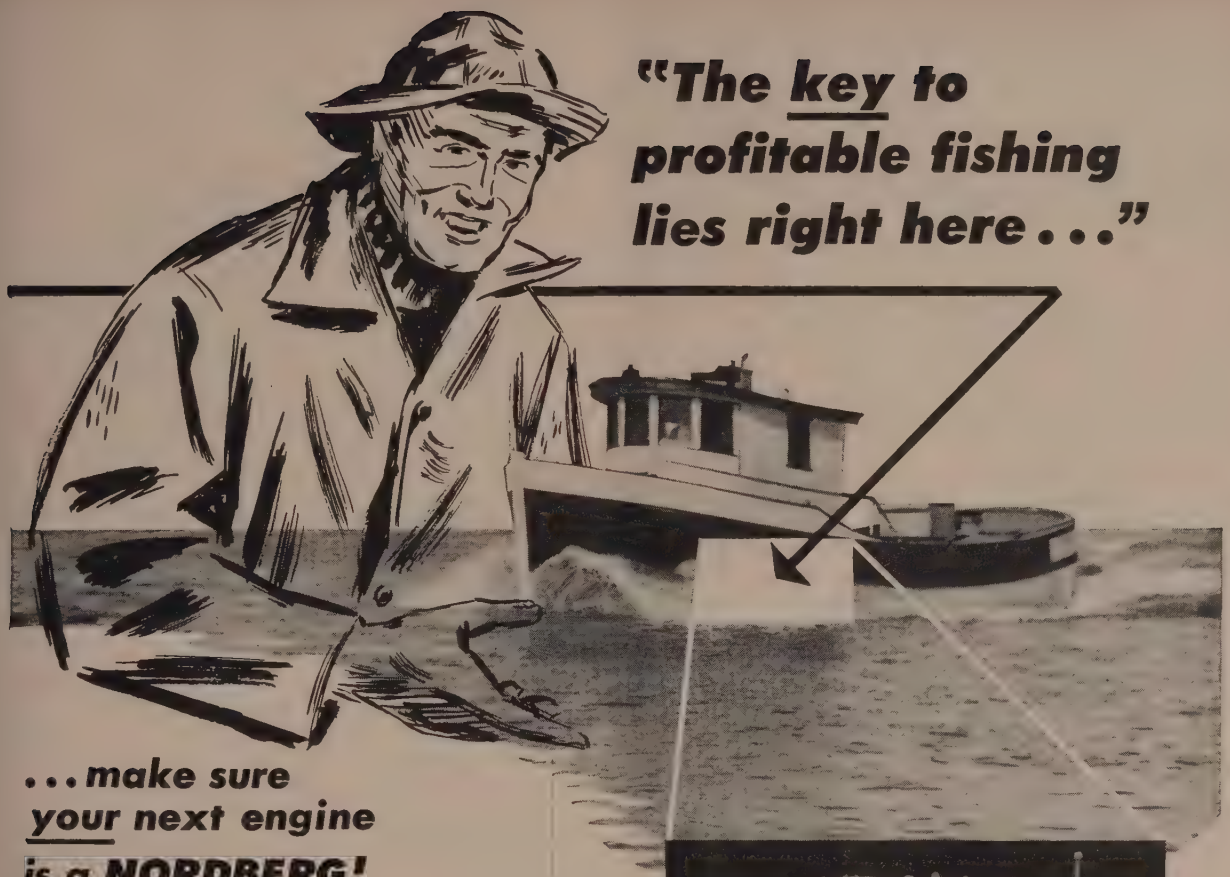
Fishermen's Relief Period Yielded Only Light Catch

The salmon weren't running even for relief on Bristol Bay last summer.

Check of the pack produced at Nushagak during a special open fishing period permitted for relief purposes showed only 800 cases produced, where 4,000 had been expected.

The Fish and Wildlife Service granted permission to fish during this weekly period with the catch being packed without cost by the area's operators working one cannery in a consolidated venture. Part of the pack was to be stored for direct relief distribution and part to be sold to provide cash relief funds.

Can companies contributed the cans for the work.



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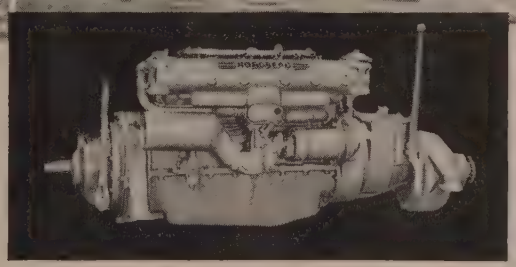

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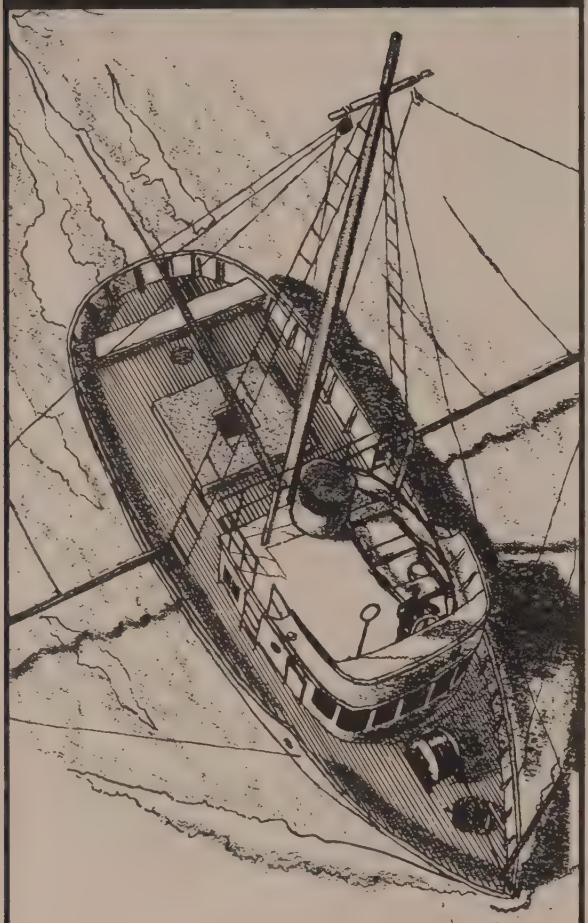

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Japanese Tagging Tuna To Trace Migration

Japanese fishery scientists have announced their intention of initiating a tuna tagging program. Interest of Japanese workers in the possible success of such a program probably resulted from the recent recoveries by Japanese fishermen of Albacore tagged by California Fish and Game workers. The Japanese hope to tag 1000 fish annually during the next several years. The tags to be used are made of vinyl plastic tubing with a nylon core. All species of tuna and spear-fish will be marked in tagging to be carried out on many of the Japanese fishing areas in the Western Pacific. American fishermen recovering these tags will be able to distinguish them from California tagged tuna as the tags will be placed around the tail of the fish. Tuna tagged by American scientists have been tagged under the dorsal fin.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

Trawlers Using Slings To Speed Unloading

Seattle and Bellingham otter-trawl boats are trying a new method for unloading the portion of the hold directly below the main hatch. A number of rope slings are prepared before the trip and when fish are placed in this "slaughter house," the slings are used in this manner: One is laid on the deck of the hold under the hatch and enough fish and ice for it to carry is poured on top. The eye-lines are brought to the center for easy picked-up. Then another sling goes down flat and is loaded in the same manner; and others on it. When the vessel reaches port for unloading, the hold is opened and the slings filled with fish are hoisted onto the dock and dumped into fish carts. The sling method saves considerable time and facilitates unloading an area of the hold where it is difficult to work. This method is especially helpful when the boat is "plugged." The trawler *Mitkof* and *Excel II* and several other boats are reported using this method.

Electronic Fish-Finder Effective on "Paragon"

Erling Jacobsen, skipper of the *Paragon*, has made several trips with an Edo "fishscope" aboard and has been able to locate true cod, ocean perch and sole with the instrument. Fishing off Umatilla, Erling reported to other boats after locating fish on the scope and made good catches of true cod. On an early trip, ocean perch were observed to move up off the bottom during certain periods of the day and settle back down at other times. When the fish were noted near the bottom, good catches were made; while at other times the catches were poor.

Yellowfin Tuna Longlined In Gulf of Mexico

The U. S. Fish and Wildlife Service has reported the service research vessel *Oregon* has made significant catches of Yellowfin tuna in the Gulf of Mexico. During a six week cruise in May and June, the vessel made a number of sets in many areas through the Gulf and caught more than 3000 lbs. of fish averaging 118 lbs. per fish. Many of the fish caught were reported in a spawning condition and many juvenile Yellowfin were caught by the scientists. The tuna, which were caught in 14 out of 20 sets, ranged from 73 to 168 lbs. and were captured with modified Japanese type long-line gear. Sets consisting of 26 nine-hook baskets were fished at depths from 5 to 45 fathoms.

"Cobb" Makes Good Catch In Prince Wm. Waters

The U. S. Fish and Wildlife Service exploratory vessel *John N. Cobb* has continued to find good catches of bottomfish during its exploratory trawl survey in the waters of Prince William Sound and adjacent waters. During the last week of August, reports from the vessel indicate good catches were being made of Pacific Ocean perch and black cod in the area just outside of the Sound. Five one hour tows

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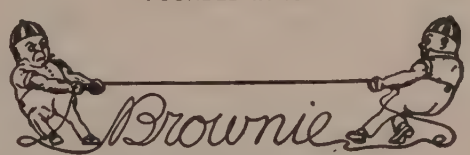

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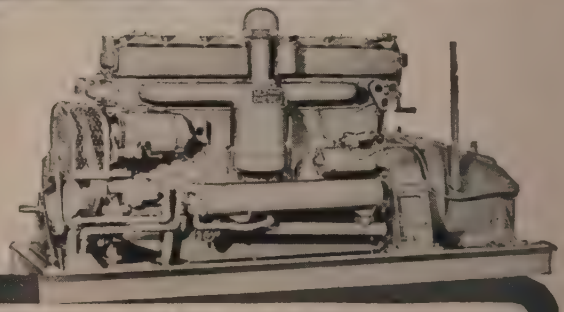

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—Photos by Caterpillar Tractor Co.

made in this region resulted in catches of Pacific Ocean perch ranging from 1,000 to 8,000 lbs. per hour. Included in two of the drags were catches of 625 and 1,000 lbs. of black cod. The *Cobb's* work has shown that perch are available in commercial amounts far beyond their present fishing range.

Gerald Legaz Killed When Towline Breaks

Whipping under the strain which broke it, the towline of the famous old seiner *Valencia* struck Gerald Legaz one day late in August and knocked his head against a cleat on the vessel's mast. He died the following day in the Marine Hospital, Seattle.

The accident occurred near Smith Island, Puget Sound. *Valencia*, commanded by Capt. Mike Legaz, a brother, was working as a tender. The seiner *Pacific* had snagged her net and *Valencia* was lending a hand by towing on her as they sought to clear the foul.

The injured man, who suffered a fractured skull, was treated aboard *Valencia* by a physician brought from Friday Harbor by the Coast Guard; and then was taken to Anacortes, from where he was rushed to Seattle by ambulance. Death came shortly after he was admitted to Marine Hospital.

Gerald Legaz was 36, one of a famous family of fishermen; and the vessel on which he was hurt is one of the best-known in the northern fleet, with many a high-boat record behind her. The brother commanding her, who succeeded the father of the family as master is a front rank purse seiner.

Gerald Legaz is survived by his widow, a son and daughter; his parents, Capt. and Mrs. Marco T. Legaz; four brothers—all fishermen—Mike and Joe of Seattle; Leo of Kingston, Wash.; and Louis of Eureka, Calif.; a sister, and two half-sisters.

New Diesel Auxiliary

Sun Star, owned by Sun Pacific Inc., operating from Peru, has been equipped with a Model 20-61-A Series 71, General Motors diesel for auxiliary purposes. Part of the unit is a GM clutch and power take-off.

Ever Catch a Cubicep?

Joe Stagnaro, skipper of the gillnetter *Sport II*, recently delivered to the California Fish and Game Laboratory at Terminal Island a rarely-found *Cubicep*, nicknamed "Harvest Fish". It is a relative of tuna but it looks like a California pompano.

John Fitch, biologist, reports that this is the first Cubicep ever caught along the coast of North America. Stagnaro netted it off Portuguese Bend, San Pedro.

Loker Signs Nixon As Fiesta Speaker

Vice President Richard Nixon will be speaker and guest of honor at the San Pedro Fisherman's Fiesta, Oct. 9 and 10, announced Donald P. Loker, chairman of the fiesta committee.

A fact sheet about the Fiesta has been mailed to newspapers, magazines and news services in the Los Angeles, San Francisco, Chicago and New York areas. The fiesta brochure is being prepared by Franklin and Associates, advertising firm of San Pedro.

Assisting Mr. Loker on the committee are John Real, manager of the Fishermen's Cooperative Assn., Louis

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Kanaster, Joseph Zaninovich, Bill Bullock, Charles Donetti, Bynner Martin, Frank Masse, Howard Miller, Anthony Nizetich, Robert Rados, Ted Rafalovich and Dr. Elton Spires. Stuart Rogers is fiesta manager.

The theme this year for the annual parade of fishing boats is "Circus".

Tagged Petrale Travel Distance of 300 Miles

In Washington State, biologists have recovered two tagged petrale sole which had traveled in excess of 300 miles. The fish tagged S. W. of Esteban Point on the West Coast of Vancouver Island moved north to Hecate Strait. The petrale, tagged in May, 1951, by Canadian and American biologists, moved almost 10 miles for each month since their release. The tags were returned to Washington State fishery personnel in Bellingham by the skippers of the trawlers *Bobetta* and *Nick C. II.*

Trinidad Improvement

Plans for improving small boat mooring and harbor facilities at Trinidad, on the northern California coast, were discussed at a recent meeting between members of the town council and northern California legislators.

Tuna Clipper Seizure May Test New Law

President Eisenhower had barely inked H. R. 9584, a bill to protect United States fishing vessels in their lawful operations on the high seas when a case arose which may provide the first opportunity for application of the bill's provisions.

This was the reported seizure of the *Sunstreak,* owned by Sun Pacific, Inc., some distance off the coast of Ecuador. The vessel was charged with fishing within 11 miles of Santa Clara Island. She was boarded 31 miles offshore after the Ecuadorean patrol boat had fired several shots.

James Hori, skipper of the American vessel, is reported to have said his vessel was disabled with engine trouble.

The vessel was said to be delivering her catches to a plant in Peru.

Shrimper "Judy" Capsizes

Burke Crofton's *Judy,* a steel boat, recently capsized and sank in the Gulf of California. The boat was built at the Crofton yard in San Diego several years ago and was reported on a bareboat charter when she sank. She was operating as a shrimp boat, it is said.

Eureka Albacore Deliveries Start Early

Albacore began to appear off the extreme northern California coast at the end of August and fishermen were hopeful that the early arrivals would develop into a real run. Many boats converted from salmon to Albacore gear.

First honors for deliveries went to B. Harris, with his boat *Craft King,* and Frank Sutton of the *Esther Cotter,* who brought in some 4,600 pounds on the same day to mark the start of operations.

Hopes of an active season rested largely on an experience pattern covering the last few years, indicating the Albacore hit the north coast in quantity about every other year. Statistics since 1950 showed the following totals: 1,481,715 in 1950; negligible landings in 1951; 2,219,900 in 1952; approximately 150,000 pounds in 1953.

Trolling Boats Collide

Two Puget Sound trollers collided sharply south of Cape Flattery in September, with considerable damage to L. W. Fitch's *Agua.* She was towed-in to Neah Bay by the Coast Guard.

The other vessel was *Colonel Lindy.*

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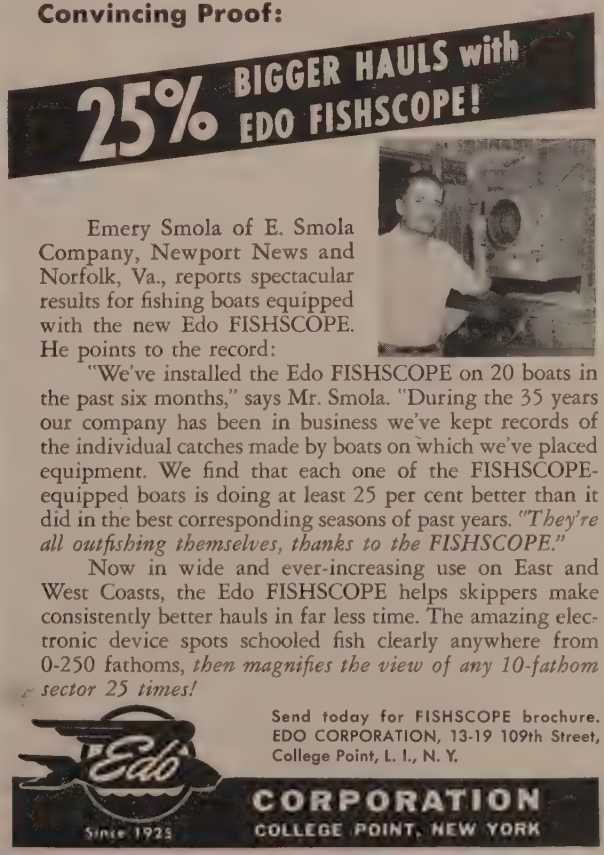
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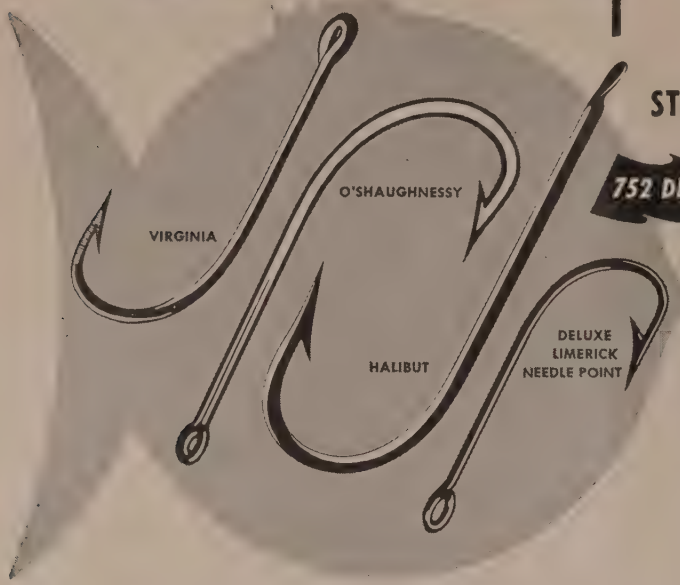

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Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

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Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

2740

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GLASS FABRICS

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COAST MANUFACTURING & SUPPLY CO.
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1954 MODEL COAST GUARD STATION is the neat little building at the left of the picture, with its float and surf boat aimed at the Depoe Bay entrance and the open sea. This quiet scene, with most of the fleet at sea for Silvers, shows the improved moorage at this spectacular fishing port. Despite the quiet water of the bay, surf is pounding on the rocks 200 yards from these trollers.

SAN PEDRO SEINE SETS

● *ROBIN HOOD,* owned by the Misetich family, is now operating with a new GM-2-51 auxiliary, sold by Crofton Diesel Engine Co. . . . The former purse seiner *San Antonio* is now fishing as a bait boat for the National Canning Co. in Puerto Rico, an affiliate of the South Pacific Canning Co. Skipper is John Rowlands. . . . John Resich is now skipper of the *Sea Pride* while Andy Tipich, owner, fishes the *Virginia II* for Star-Kist in Chile. . . . *Carolyn D,* owned by R. H. Gale of Lomita, fished Albacore this season with a new GM, 2-51, supplied by Crofton Diesel Engine Co. of San Pedro. . . . *Santa Lucia,* lampara boat owned by Louis DiMeglio, is working now with another GM installation, 3071-A, direct drive clutch on one end, 3:1 on the other. . . . *Tyra* has been supplied with a Bendix indicator and a Bendix automatic pilot by Fellows & Stewart, Terminal Island . . .

● *CALIFORNIA,* recently drydocked at Harbor Boat Building Co. for a complete overhaul, has been equipped with a Sperry Magnetic Compass Pilot, reports "Casey" Emerson, manager of Sperry's Wilmington office. . . . Other boats at the Harbor Boat yard during recent weeks include the Monterey boat *Endeavor,* repair of collision damages; *Vagabond* and *Discovery*. . . . *Chicken of the Sea,* Van Camp's research boat, is now a member of the California Commercial Fisherman's Assn., Inc., reports Mason Case, manager. . . . The 38′ fantail *Gaviota,* has been sold by Jerry's Boat Sales to Tom Nishida of Long Beach. . . . *Marauder,* rated the most successful purse seiner for 1954 in number of completed trips, was towed to port during her last trip.

● *WESTERN PRIDE,* now owned by the Mezin family, with Nicholas Jr. as skipper, is reported undamaged after hitting a reef near Cape Cod on the East Coast. The vessel left her home port to fish tuna in waters off Gloucester, Mass., and had 110,000 lbs. of tuna aboard when she hit the reef. . . . Alvin K. Meacham, owner of the *Sara Lee,* a mackerel boat, tried to save a guest aboard his boat from drowning, but his gallant attempt was unsuccessful. The man fell overboard as the boat was preparing to make a set in darkness five miles south of the San Pedro breakwater. . . . *Comet,* ex the *John R,* was repaired at San Pedro Boat Works, following an engineroom fire. . .

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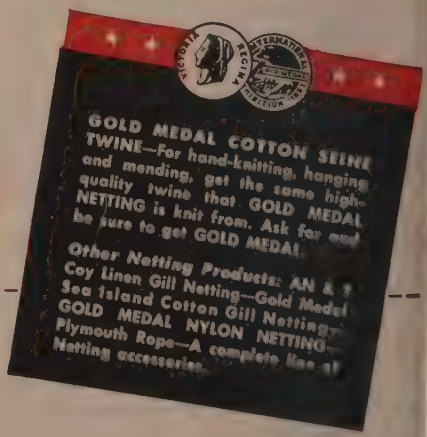
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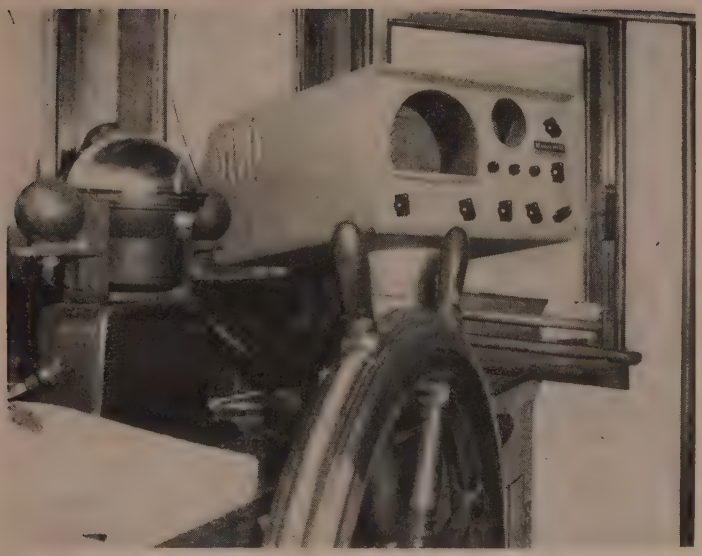

Frank Manaka's **Western Explorer** has her Sea Scanar scope snugged-up close to the wheel in this interesting installation planned by Robert Geddes of the Paul W. Hiller Co., Wilmington, Calif., who has also put similar fish-finding gear aboard the California state fisheries research vessel **Yellowfin.**

Steel Hulls Galvaconed

Galvicon, a cold galvanizing compound for steel hulls, distributed on the Pacific Coast by Carlson Co., San Diego, was applied to the steel hull of Bob Sabins' *Puget Sound* three years ago and applications of the material have also been made to sections of many tuna clippers.

Adrift 3 Days; Saved

An ordeal of three days adrift without food and fuel ended for Andrew Garner of San Diego when another fishing boat, the *Light,* found the *Evelyn K* off the Mexican coast. The 24-footer, out for Albacore, was towed to San Diego.

Chile and Peru Tuna Operations Productive

The fishing fleet operating from Iquique, Chile, and from Chimbote, Peru, for canneries in which Star-Kist Foods, Inc., recently acquired an interest were well along on tonnage as this issue of PFN went to press.

Andy Tipich on the *Virginia II;* John Borcich, *Oakland;* and Paul Mardesich, *Excellent,* all had netted bonito to deliver to Iquique.

The *Robin Hood,* sold last year by the Misetich family, is now under command of Vince Fiamengo, and is fishing from Iquique. *Star-Kist* has been converted to a bait boat and given to the command of Manuel Gonsalves of San Diego, with Louie Marinkovich as engineer.

Fishing from Chambote, Peru, is the *Harmony,* using a lampara net for anchovies for local reduction. Vince Lazarich is skipper.

Representing Star-Kist in Chile and Peru at the present time are Leland Links and Louis LaMont.

Tuna Engineer Shot

Chance R. McFadden, engineer aboard the tuna boat *St. Anthony,* was killed in August when a shotgun fired while he was cleaning it in his home in San Diego.

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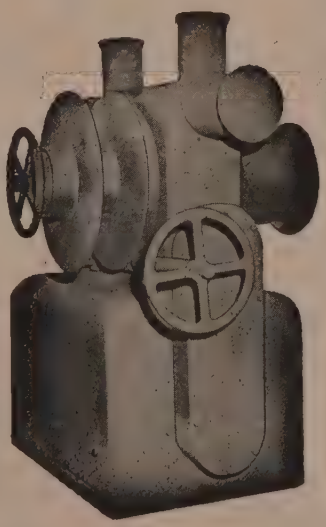

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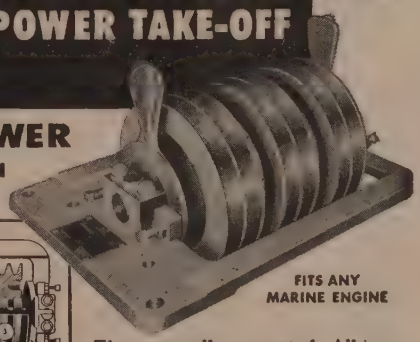

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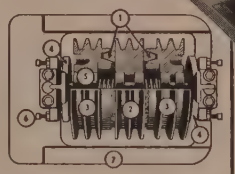

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The manually operated Albina Power Take-Off now has die cast operating levers of Aluminum-Zinc copper alloy with a stainless steel wearing strip cast as an integral part. There are also die cast aluminum alloy sheaves and die cast aluminum alloy shaft standards. Full molded friction linings from permanent molds. The shaft is stainless steel. SKF bearings are permanently lubricated and sealed.

Write for illustrated descriptive folder.

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2100 N. Albina Ave. Portland, Oregon

Moss Landing — Monterey Bay

"Ginger" Founders; Owner Saved by Long Search

Bob Serbin had a narrow escape when his Albacore boat *Ginger* opened up at a seam and went down in a matter of minutes off San Clemente Island last summer. Bob was alone on his boat and just had time to put the news on the air and get off in a life raft. Boats in the vicinity began a search for him to no avail. Then Bob Mason on the *Selma J.* got on the air and said he was sure the fisherman was out there. The Coast Guard directed the *Jenny Lou II* to the rescue and seven hours later Bob was picked up. Later he was transferred to the *Dawn* and brought into San Diego.

Dave Danbom of the *Dorothy Belle* is very pleased with his new Raytheon depth sounder which he had installed on the boat recently. Dave is steadily improving his boat—and his fishing.

The 64′ troller *Prowler* changed hands recently when W. E. Dodge of Santa Cruz purchased the vessel from Chris and Elizabeth Leding of Astoria.

Mike Antoncich of Pacific Grove has been skippering the *Prowler* for Dodge, assisted by Andy Cuthbertson of Santa Cruz. Mike was a fisherman in the Northwest for 17 years, followed by a period of fish buying at Moss Landing. He missed the easier contacts with the fishermen and seems happy to be one of them again.

Beatrice Maier had her first experience at fishing when she went out with her husband, Dick, on his 90′ dragger *Warrior*. "Bea" enjoyed it thoroughly, wasn't seasick and brought in a 2½ ton trip of Albacore. Needless to say, Dick is delighted with his new boat puller.

A community-wide movement is under way to enlarge the boundaries of the Moss Landing harbor district. The Monterey County Industrial Development Committee has pledged its assistance in getting a harbor worthy of the name. The port has many potentialities, fishermen from up and down the coast have said so but much improvement is necessary to make it more serviceable to the fishing industry and the area as a whole. As a beginning, Ralph Marsh, buyer, urged the harbor commission to make more tie-up space available for boats, which are expected here in large numbers during the autumn.

Olivieri Packs Cat Food

Joe Olivieri believes in keeping the wheels of his Santa Cruz cannery at Moss Landing running. Last year he put up a pack of herring with tomato sauce which found a good market in the Philippines. His latest venture is "Pretty Please" catfood concocted from several different kinds of ocean fish.

18′ Basking Shark Biggest Gillnet Catch

Biggest gillnet catch of the Puget Sound fishing season was an 18 ft. basking shark which got wrapped-up in John Clariday's gillnet on the Point Roberts grounds one day at the peak of the Sockeye season.

Claridy, fishing for New England Fish Co., was obliged to tow his big catch to the company station at Blaine in order to get it clear. The reduction plant at Blaine found means of disposing of the shark, but the experience netted Claridy little by way of compensation for 40 fathoms of nylon net which was ruined.

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Bluefin and Mackerel Go Begging For Buyers at Early Autumn Price Levels

For the second time in the past two months, the Bluefin and mackerel fishery spelled trouble for the Los Angeles-Long Beach harbor fishermen.

As this issue of *PFN* went to press, there were no canneries buying Bluefin. This was despite the fact that the local Bluefin had been sufficiently numerous to bring purse seiners to home port from the high seas off Mexico, where tuna fishing was spotty.

In early August, canners were indicating a lack of interest in Bluefin, but purchases were not entirely curtailed. Some canners established limits. The price of Bluefin has been $350 per ton, negotiated by the purse seiners of San Pedro, and not as a part of the general tuna negotiations conducted by the American Tunaboat Association, San Diego.

A spokesman for Star-Kist Foods, Inc., stated in early September that the tonnage price of Bluefin was considered too high for canners to meet competitive shelf prices of other protein foods.

Fishing boat owners, some with their boats tied to the docks with unwanted, refrigerated tuna aboard, pointed to the Fish and Wildlife figures for the period August 21-31, which show that of the tuna tonnage landed at San Pedro—3,609 tons—902 tons were listed as import receipts.

John Real, manager of the Fishermen's Cooperative Assn., San Pedro, stated in early September that his group had taken action to try to reestablish the price of Bluefin on the basis of the current price of Yellowfin, $330 a ton.

Mr. Real estimated that Cooperative boats were holding about 2,000 tons of tuna aboard, refrigerated, waiting for canners to process their receipts of "imported" tuna. The cost to the boat owner of holding raw tuna in their holds at dock is a considerable one.

The same situation prevailed at presstime for *PFN* in the mackerel fishery. The only cannery reported buying mackerel was Coast Fishing Co., packers of *Puss N' Boots* cat food.

One cannery official at Terminal Island stated that his cannery could sell, under its own label, imported South African produced and canned mackerel and sardines much cheaper than domestic mackerel, purchased at the current tonnage price of $70 (Pacific) and $65 (Jack). Canners were anticipating a re-appraisal of prices of mackerel when negotiations were begun on the price of sardines in Southern California, with the opening of the season, October 1.

Fishermen's Cooperative Association in early September was reported to have begun a study on the mackerel situation and the canners' refusal to buy at the current price, which went into effect August 18. Previously, the price was $80-$70.

During August, 1,984 tons of mackerel were delivered to San Pedro, producing 41,721 cases, as compared to 5,015 tons in July, and 87,859 cases.

Flumes and Conveyors Facilitate Plant Operation

Two new flumes have been added to Star-Kist Foods Inc. plant No. 1. They are operating under the mackerel receiving tanks and provide a more efficient cleanup operation around the fish-cutting machines. Also installed are three new conveyors for sardine and anchovy operation.

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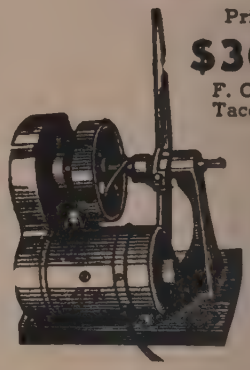

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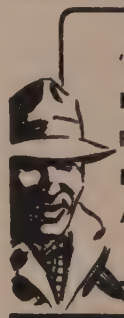

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LINES and LEADERS

ELLIOTT M. MASON, newly-appointed advertising manager of Sudbury Laboratory, producers of a line of equipment and products of vital use to fishermen.

The appointment of Elliot M. Mason as advertising manager of Sudbury Laboratory, South Sudbury, Mass., was announced recently by H. J. Atkinson, director. Mr. Mason comes to Sudbury with a wealth of background and experience in this field.

According to Mr. Atkinson, in his new post Mr. Mason will be responsible for advertising and promotion of the Sudbury Line of Marine Products including the Aqua-Clear Feeders, Sure-Flow Units, Port and Sky Vents and the many technical and chemical marine specialties produced at Sudbury.

Clyde Smith Joins Universal

Announcement is made by E. G. Henderson, vice president and general sales manager, Universal Motor Company, of the appointment of Clyde C. Smith to a newly created position on its enlarged sales staff.

Appointment of Mr. Smith is indicative of a policy of establishing even closer and more frequent contacts with distributors, dealers, naval architects and users of Universal 100% marine motors and marine generating sets.

Mr. Smith brings to Universal a wealth of experience in all matters of marine engines, their application and use. He is widely known in both pleasure and commercial boating and has a host of friends in the marine industry.

National Supply Co., Terminal Island, is now displaying the new Lister marine diesel, FR-4, 36-hp., reports Joe Flynn, manager. National Supply Co. is distributor in the United States for the Lister line and also sells Superior and Atlas engines.

ADVERTISING INDEX

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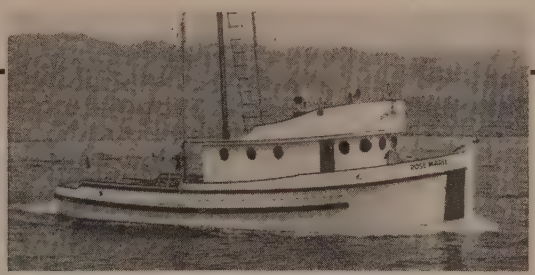

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Outstanding buy of the year. Ready for salmon-tuna-halibut. Built in 1954 by Amcco; completely Wolmanized to last; new 190-hp. Buda diesel with Twin Disc hydraulic gears 3-to-1 to 6-to-1; hydraulic controls; large fish hold; deluxe accommodations, shower; appraised valuation $70,000. Will take $45,000. Contact Box 260, Pacific Fishermans News, 71 Columbia St., Seattle 4, Wash.

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master-owner of the Norman H., and Adeline H.,
Santa Barbara, California

"I'VE TOLD a lot of fishermen around Santa Barbara about Union's T5X — how that oil keeps engines cleaner and makes bearings and rings last longer.

"Then after my friends have used T5X for a while they come alongside and say, 'Delmar, you're right! That purple oil really makes this engine run good.'

"And I say, 'Sure, I've been using nothing but T5X in my Lorimer diesels for almost 10 years.'"

MORAL: If nobody's yet told you how well marine engines perform with T5X in the crankcase, don't take our word for it — try T5X yourself. Available at 76 docks everywhere along the Pacific Coast.

76 UNION OIL COMPANY
OF CALIFORNIA

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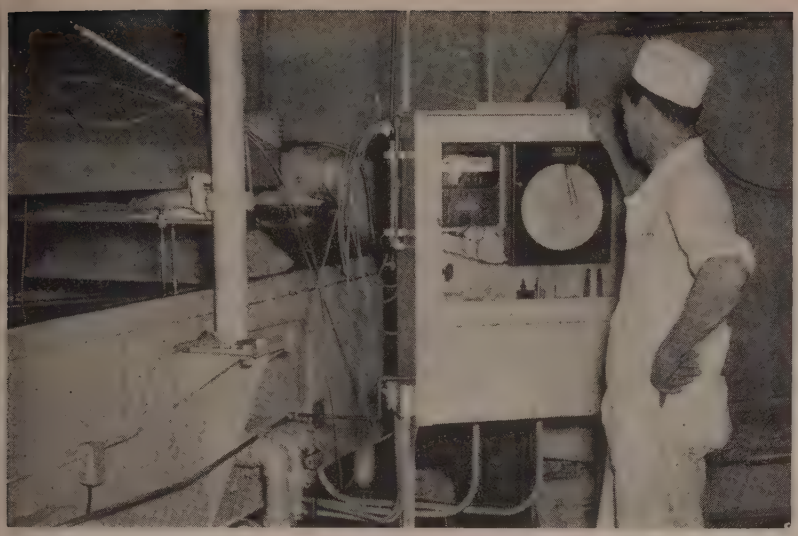


AUTOMATIC TEMPERATURE CONTROL and record are provided for Santa Barbara fish stick frying by this Honeywell instrument.

How California Custom Fryer Enters Fish Stick Business

In Santa Barbara, Calif., the processing of fish sticks, cooked and uncooked, is flourishing at the Santa Barbara Frozen Foods, Inc., plant, operated by Paul R. Trent and W. H. Moseley.

Custom packers of nationally-known fish stick brands, the firm also packs under its own *S.T.M.* label. Production for the retail trade is fully-cooked fish sticks (10-oz. packages), quick frozen; that for the institutional, uncooked, breaded, three-pounds.

S.T.M. is using Icelandic and western true-cod in frozen blocks and has installed a Multi-Cut machine for sizing the sticks and a Harrison-Robins breader, applying Modern Maid breading products. Santa Barbara Frozen Foods is utilizing in its fish stick processing the experience of many years of packing French fried potatoes for national labels.

Because of its large production of French fries, the plant is equipped for work in spacious quarters in the preparation of fish sticks — 45,000 square feet of operating room; 70,000 pounds freezing capacity, 135 employees.

To fry potatoes the company developed a unique fryer, rated 4,800,000 BTUs. When it is used for frying fish sticks, the sticks, 3¾ x ½ x ⅞, pass through the hot cottonseed oil on a conveyor and then are carried from the fryer by overhead mesh conveyor, thereby cooled before packing, to the sorting and packing area.

Packaging facilities are provided

by two Model FFs Package Machinery units. A Bemis-Jason machine works the cartons which are, in turn, wrapped in Western Waxed Paper over-wraps of pale green and red color combination with a natural color reproduction of a plate of fish sticks.

Quality control is very important to the management of Santa Barbara Frozen Foods. Every hour a sample is pulled off the production line and is rated on the basis of color, breading quality, moisture and appearance, including that of the box and carton. A constant weight-check is maintained, and, in addition, the plant maintains a laboratory-kitchen where the finished product is tested at regular intervals.

Within the past month the company has introduced a new fish product, under its *S.T.M.* label: codfish cakes, four cakes to a package, 2-oz. each.

George V. Castagnola, veteran Santa Barbara fish buyer and producer, works closely with Santa Barbara Frozen Foods to supply them with fish for sticks.

Steps Star-Kist Takes In Interest of Safety

Of interest to all fish canners on the Pacific Coast are the recommendations approved by the Star-Kist Foods Inc. Safety Committee. These recommendations are to be carried out at the large Plant 4 tuna cannery:

(1) Guards are to be placed around the end of each work table in the fish room.

(2) Cables are to be changed on the unloading hoist on the dock.

(3) More convenient electrical outlets are to be installed for each packing table.

(4) A guard was placed alongside last retort nearest the warehouse door in Plant No. 4.

(5) Guards were placed on sides of tuna cutting machines in packing room.

(6) Portable warning signs were made and are being used on dock when employees are pushing buggies across the wharf from fish boats to plant.

(7) Non-skid paint was put on the floor gratings under three new cutting machines.

California Fish Canners Meet at Ojai in October

The annual meeting of the California Fish Canners Association is scheduled this year for Oct. 13-14 at the Ojai Valley Inn, near Santa Barbara.

The meeting at the Inn was preceded by a business meeting September 15 at Terminal Island and by a series of meetings in which the merger of the Tuna Research Foundation and the CFCA was discussed.

Arrangements committee for the Ojai gathering is Albert Vignola, Jr., chairman; J. R. Biven and N. T. Trutanic.

Humboldt Oysters Slow

Planted more than a year ago, a test oyster bed in the north basin of Humboldt Bay is doing well and showing promise of commercial possibilities, according to H. G. Orcutt, marine biologist at Eureka. The oysters, however, have not yet reached the harvesting point, it was indicated.

The bed was set out by Ralph Hayes, who originally had planned to start harvesting operations some time this season.

Ketchikan C. S. Gets Quick Write-Off

A certificate amounting to $60,000 for public refrigeration and cold storage facilities, with 55% allowed for rapid tax amortization, was granted recently by the Federal government to Ketchikan Cold Storage Co.

. . . facing facts

TODAY, two jobs face the canned salmon industry. Salmon runs must be rehabilitated. Production costs must be reduced.

To do this, sound fishing regulations must be carefully worked out to the best interests of the **entire** industry. Expensive duplication of effort and equipment must be eliminated.

As always, Pacific American Fisheries stands ready to meet the challenge of the day, and to assume its share of leadership and responsibility in solving these major problems. Working together, we can return our industry to its rightful status—a profitable operation with a sound future.

The fact remains that canned salmon has always been a great economy food. Today, the industry must "face facts"—and work to keep it so.

PACIFIC AMERICAN FISHERIES, Inc.

BELLINGHAM, WASHINGTON

Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

FOUR TEAMS "evaluate product" at the oyster cutting. At the top, Mrs. Arnold Waring makes a point to Team 1. Team 2 at the right. Below, Team 7 examines frozen oysters, while on the right Team 6 examines the smoked product.

How Good Are Our Goods?

Pacific Oystermen Evaluate Products Under Rigid Standards of Quality

● "Product Evaluation" with a cold and critical eye was the keynote of the 1954 Pacific Coast Oyster Growers Association convention in South Bend, Wash., Aug. 20 and 21.

They took a long look at their products in a closely-judged cutting, and did not hesitate to say so when they found something which did not measure-up to a rigid standard of quality.

This was the second year that Pacific oystermen from all three states and British Columbia cut their products and subjected them to the study and judgment of teams of examiners. Dr. R. W. Clough, National Canners Association chemist, who gave the cutting general supervision, summed-up in these words:

"Enthusiasm for a rigorous, objective cutting mounts, reflecting the growing interest in product evaluation and improvement".

He introduced the chairmen of the seven judging teams, whose comments may be briefed thus:

Mrs. W. Arnold Waring—"We examined our samples of whole canned oysters very strictly, and found them generally satisfactory, although some cans were impaired by the presence of bits of seaweed."

Ted Wilson—"Our examination convinced us that the quality of the pack was better than we saw last year, notably in texture of the oysters. Salting, however, was somewhat irregular. We found some cans which were unsalted, and others with too little salt. None were over-salted. Surely this variance in seasoning is something which can and should be corrected".

David Wallace—"Our samples were generally acceptable, although we found a lack of uniformity in salting which cannot be excused. Furthermore, in our 'cuts' we found some examples which we felt did not deserve that grade, but should have been sold in a lower category. We feel the matter of appearance is particularly important, and that the first impression made on the consumer opening a product has much to do with repeat purchases and sales growth".

Mrs. R. N. Steele (reporting for *D. C. McMillin*)—"We examined a group of samples of oyster soups and stews. While appearance was good, we found a wide variation in seasoning, although of course this is part of the individual packer's formula, and some differences might be expected. It is interesting that we felt too much monosodium glutamate had been used in some of the samples examined. This ingredient is quite generally employed and is regarded

CRITICAL SCRUTINY—Mrs. C. R. Elsey of Team 3 makes a point at the upper left, but Dr. Trevor Kincaid seems somewhat unimpressed. Upper right is a general view of the cutting room with the membership checking on the judges' work. Lower pictures are of the soup and stew judging, Team 5 on the left and Team on the right.

as beneficial to such products; but we were inclined to feel that its use could be overdone. We found all samples clear of sand, which too often impairs otherwise good soups and stews."

Anton Sorensen—"The soups and stews which we examined were good, except for one glaring fault of the group as a whole. We felt that only 25% of the samples cut had what we considered sufficient oyster meat. We felt that 75% of the cans were scant in oyster content; and to a degree which we believe inevitably will lead to difficulty. I am being very blunt, but I truly do not believe that 1 ounce drained weight of oysters in a 10-ounce can is sufficient."

Glen DeHaven — "Smoked oyster samples examined by our team rated generally satisfactory. One can showed undesirable variation in size of the pieces included; and two others were under-smoked, in the view of the majority of the team. Admittedly, this is a matter of individual preference; but undoubtedly these cans had too little smoking, or else the others were over-smoked".

Marshall Hinton—"Smoked oysters are very difficult to judge on the basis of flavor, due to the pronounced and persistent smoke taste. One should chew gum or otherwise rid his mouth of the flavor between samplings; and I make it a point to sample only the end cuts and the mantle of the oyster. That's where you get your sand, if it's there; and sand can, and does, ruin a lot of smoked oysters. Our team found five distinct types of smoke cure and flavor in the American packs examined. The Japanese packs cut were good, better than in some years".

Mrs. Helen Walker — "Our team, inspecting frozen oysters, felt that it actually was examining two quite different products. This was because oysters which had been blanched before freezing were included with those which had been frozen as shucked and washed, without any heat treatment. The two articles are so different that we believe they should be considered separately in judging. Our team rated oysters frozen after being vacuum-packed in tin cans as the best examined. Preparation generally was good, with the oysters free from shells and sand".

The seven judging teams were composed of:

Team 1 — Mrs. Arnold Waring, Lynn McKee, Mrs. B. C. Kremmel, L. F. Adams, Curtis Walker, assisted by L. G. Germain of American Can Co.

Team 2—Ted Wilson, Mrs. Ruby Wasberg, Mrs. Lon Schooler, Mrs. R. D. Whiting, assisted by Dr. G. I. Jones, National Canners Association.

Team 3 — David Wallace, Dr. Trevor Kincaid, Mrs. C. R. Elsey, Mrs. William Bennett, assisted by A. L. Feather, Continental Can Co.

Team 4 — D. C. McMillin, Mrs. John Wiegardt, Mrs. Ole Anderson, Herman Eberhardt, Mrs. R. N. Steele, assisted by M. E. Nelson, National Canners Association.

Team 5—Anton Sorensen, Mrs. Clyde Olsen, Mrs. J. E. White, B. C. Kremmel, Bruce Dennis, assisted by Garth Marston, Continental Can Co.

Team 6—Glen DeHaven, Mrs. C. R. Pollock, William Bennett, Marshall Hinton, Mrs. Herman Eberhardt, assisted by W. Flynn, American Can Co.

Team 7 — Mrs. Helen Walker, H. R. Ellison, Mrs. I. W. Pouttu, Mrs. David Wallace, Mrs. Marshall Hinton.

Two Projects Proposed For Saltonstall Funds

Citing as the two outstanding needs of the Pacific Oyster industry:

1. Means of controlling the Japanese oyster drill;

2. A satisfactory technique for freezing Pacific oysters;

The convention recommended to the Fish and Wildlife Service that research to solve these problems be provided for out of Saltonstall funds.

The four trustees whose terms expired were re-elected. They are: Dr. C. R. Elsey, British Columbia; Malcom B. Edwards, South Bend; F. W. Mathias, Olympia; and R. N. Steele, Blanchard, Wash.

The meeting was attended by David A. Wallace, director of the Oyster Institute of North America, who came from Maryland to be the principal speaker at the annual banquet, where his topic was "The New Look in the Oyster Industry".

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

October, 1954

Heavy Sockeye Pack Needed Badly in Shortage of Reds

With Puget Sound Sockeyes still going into cans at presstime, and a pack in excess of 400,000 cases of American fish already in warehouse, the marketing of these beautiful red fish, mostly machine-packed in halves, was a matter of prime interest as this was written.

The pack was big, and it was *needed*.

Brokers and sales managers pointed to the fact that even the big production of Puget Sockeyes did not compensate for the fall-down in Alaska Reds, and that the supply of this species available for marketing in the United States this year actually will be smaller than last.

Instead of being considered a market problem, the pack of Puget Sockeyes should be counted a blessing for the seller, because that was all that saved the situation from developing into a red salmon famine.

Pricing of Sockeyes machine-packed in halves at presstime was a firm $16.50, with the few hand-packed goods available held a dollar higher.

Despite the pressure of the run, the great majority of the Sockeyes are believed to have gone into halves. Talls were packed at the peak of the run, and the pricing of these is a matter of interest.

With Alaska Reds moving fairly at the $28 price, sellers of Puget Sockeyes felt that their goods should command $28 on the basis of comparable quality—and there's a lot of merit to the contention. These Puget Sockeyes were fine, big fish, which makes for a nice pack; and the color and oil was fine.

One of the most interesting and significant developments which has occurred in salmon marketing in a long time was the contracting of the majority of the Alaska Red freezer packs by two distributors of nationally-known brands—one of them a newcomer to salmon selling. The primary market generally accepted this development with approval as providing assured outlet for a very large part of the freezer pack without forcing it onto the market.

Sales agents and managers generally have distributed their available Pinks on an allocation basis at $20. Some packers are electing to hold a part of their pack for later sale in the hope of getting $21.

Chum sales have been active at $15, and some operators at presstime reported that, despite the large pack of this variety, their inventories stood at a lower level than on even date in 1953. The five-buck spread between Pinks and prime Chums, with the pack of the former item at lower-low, looked mighty good to a broad base of buyers.

Coho halves appear definitely short. The growing insistence of the demand for Medium Reds in 4-lb. tins has kept the quantity of halves small. They're scarce.

Japanese Tuna Expert Warns of U.S. Market

Sober warning that the Japanese tuna industry can lean too heavily on the United States market was voiced in Japan recently by Takeo Baba, director of the Japanese Canned Tuna Industries Association upon his return to that country after a two-months study of the American market.

He said: "In America they had as much as 2 million cases of tuna on hand unsold at the beginning of this season, quite unlike the usual year. The market is dull.

"Japanese are concentrating their efforts on tuna as in the past, but I dare say that to intensify tuna fishing while aiming solely at the U.S. market is too risky. If they were confident of disposing of the tuna domestically it would be O.K. The sweet dream of Yellowfin exists no more. However, there is still a big hope so far as Albacore is concerned".

"Smiling Oyster" Brand Adopted by Olympia

"The Smiling Oyster" is the interesting brand name adopted by the Olympia Oyster Co. for its pack of frozen oysters vacuum-packed in cans.

"The Smiling Oyster" is a blanched-type product in which the oysters have been formed by a momentary dip in hot water before being put in the can for freezing.

Cans for this article are made by the American Can Co. and bear an attractive label lithographed on the tin in two tones of blue, plus white.

Two Reduction Plants Sold to Canadians

The reduction plant machinery of Keystone Fisheries, San Francisco, was sold through Berglund Sales & Engineering Co., San Francisco, to the Fishermen's Cooperative, Prince Rupert, B. C.

The 20-ton fish reduction plant of San Carlos Canning Co., Monterey, has been sold by Wilbur-Ellis Co., San Francisco, to Nelson Bros. Fisheries, Vancouver, B. C. There are two presses—a Standard Steel and a California Press Manufacturing Co., and an Enterprise dryer, among the equipment.

International Stimulation Will It Lift Fish Sales?

An international undertaking in fish sales stimulation is being launched in Columbus, Ohio, this fall to test the effectiveness of this kind of joint promotion as a means of building business, and keeping it built.

Fishery operators of the United States, Canada, Norway and Iceland are joining in this test as a preliminary to possible extension of the enterprise next season.

Pacific Coast firms participating in the program, as announced following the decision meeting in Boston, include: San Juan Fishing & Packing Co., New England Fish Co., Dahl Fish Co., Bornstein Seafoods, Eardley Fisheries, Main Fish Co. and Columbia River Packers Association.

The campaign will be handled by J. Walter Thompson Co. and the National Fisheries Institute.

"Coral Queen" Breaded Products Click in South

Mrs. H. Yoshida and a partner have formed the Coral Queen Frozen Foods Inc. of Los Angeles and are now actively engaged in breading fantail shrimp and fish sticks. Mrs. Yoshida formerly operated the Rose Frozen Shrimp Co.

Shrimp are breaded, uncooked, for 10-oz. consumer packages, in bright red, yellow, blue and blue-green Milprint overwraps. Also packaged are shrimp for the institutional trade in five-pound cartons.

Only institutional frozen, breaded fish sticks are now being sold by Coral Queen. Meletio's *Golden Dipt* is used for breading.

The company has designed a semi-automatic splitter-de-veiner and breader (first application). The second breading is done by hand. Operations are carried on in a light, airy and spacious working room.

Coral Queen shrimp is sold in Los Angeles through Crawford's and Boy's Markets and the products are also shipped to Utah, central-California, etc.

They Add Up To A Lot of Sales!

Oceanic

SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

How Japanese Canners Sold Their 1954 Salmon Output

With a pack of about 260,000 cases to dispose of—full cases of 96 halves—the Japanese salmon canners followed a varied marketing pattern during the late summer period.

Nichiro, with two floating canneries, had about 155,000 cases at the time our Tokyo correspondent reported at just about the end of the operating season. The pack was composed of about equal quantities of Reds, Pinks and Chums. Our correspondent reports:

"Making the year's first deal, Nichiro contracted to ship England 5,700 cases of 96 halves at $29, and 6,000 cases of Pinks at $20. The Pink price was $2 cheaper than the prevailing figure last May. The deal is said to be a direct transaction between Hiratsuka, Nichiro's chief, then in London, and British importers. It was made when there was little information as regards the would-turn-brisk market in Japanese dealers' circles. Thereafter, through trading firms, Nichiro has been selling Reds at $30 and Pinks at $21-$21.50.

"To the end of July Taiyo had packed 50,000 cases, 34,000 Reds, 10,000 Pinks, 3,400 Chums, etc. All except Chums were for export. Red sold at $29 for the first 10,000 cases. Then a lot of 20,000 cases was sold at $30 and 5,000 cases at the best price of $31.50. Meanwhile, Pinks were sold at $20, while Silvers and Kings were sold at $25-$27. This packer handles more than half of its export sales through its own foreign trade department, the rest being through Daiichi Bussan K.K.

"Nippon Suisan had packed 36,000 cases, mostly Reds, and had satisfactorily disposed of 25,000 cases of Reds at $30, and was still holding 15,000 cases at time of writing for $30.50. It was selling Pinks at $19.50.

"Nippon Reizo K.K. is packing a great deal of salmon, although this company is not engaged in catching. (Reizo means refrigeration). Packing depends upon the material shipped frozen from the high seas to the plant. At time of writing about 20,000 cases, half each Red and Pink, had been packed.

"All quotations are fob. Japan".

EDITOR'S COMMENT—It should be understood that the "sales" referred to in this market report from our Tokyo correspondent doubtless are subject to the securing of import permit to the United Kingdom and the availability of dollar exchange. Great Britain has announced that imports to a certain amount would be issued for canned salmon, with allocations to the United States, Canada and Japan; but at time of writing no permits had yet been issued; or were any expected until well into September.

Booth Veteran Retires

E. J. "Ed" Steers, auditor for F. E. Booth Co., Inc., San Francisco, fish, fruit and vegetable canners, for the past 15 years has retired. He had been with the company since 1919, starting as a bookkeeper in the fresh fish department. In view of point of service, he was one of the company's oldest employees.

On the day of his retirement, he was given a surprise party by the office force of the company. He and Mrs. Steers intend to travel extensively in the United States.

Sidney Stark, who has been with F. E. Booth Co., Inc., for the past 15 years has been appointed to take Mr. Steer's place.

Star-Kist 4 on TV

For the second time in three years, Star-Kist's big tuna cannery, rated the largest in the world, was the subject of the Los Angeles-originated TV program, City at Night. Conducting the TV announcer through the Terminal Island plant was Robert K. Pedersen, director of the Star-Kist laboratory.

INSTITUTIONAL Sizes Only

Highest Quality
STEAKS
Halibut Salmon
Swordfish Sea Bass
BREADED FISH STICKS
(Icelandic Cod)
ANCHOR SEA FOODS CORP.
745 S. Central Ave.
Los Angeles Tr 8591

El Salvador Develops Latent Shrimp Resource

El Salvador is getting ready to develop a government-sponsored port somewhere along its 200-mile coastline as a base for an expanded fishing industry, it is disclosed by Jaime Quesada, Under Secretary of El Salvador's Ministry of Economy, in San Francisco recently.

Surveys of the country's coastal waters have disclosed vast shrimp beds which the government believes will supply El Salvador's domestic needs and provide a highly marketable export surplus, the young under secretary said.

Coupled with surveys of a new fishing port, government officials are also studying the facilities that would be needed to process the seafood and keep it properly refrigerated in the tropical climate.

Boyd-Collins Co., San Francisco sea food brokerage house, has been appointed northern California distributor for the institutional and bulk packaged fish produced by Booth Fisheries Corp., Seattle, according to Bill Markey of Boyd-Collins Co.

HAROLD C. KAVALARIS, newly-named sales promotion manager for Star-Kist Foods.

Kavalaris Handles Sales Promotion for Star-Kist

Harold C. Kavalaris has been named sales promotion manager of Star-Kist Foods, Inc., Terminal Island, effective September 1.

Mr. Kavalaris came to Star-Kist, packers of Star-Kist Tuna, from General Mills, Inc., for whom he has been Grocery Products District Sales Manager, Philadelphia.

Joining General Mills in Los Angeles as premium clerk in 1941, Mr. Kavalaris remained with that company until the present, except for three years of service in the Army. He was discharged a first lieutenant in 1946. Rejoining General Mills, Inc., he rose rapidly to become Sales Promotional Manager, Sperry Division, and National Grocery Products Promotional Manager, before his promotion to District Sales Manager this year.

Rupert Frozen Oysters Packed in Film Pouch

Sealed pouches of polyethylene are being used by British Columbia Packers, Ltd., for their Rupert Brand frozen oysters, featured in various United States markets—notably Los Angeles—as well as in Canada.

The fresh oysters from the company's British Columbia beds are placed in the polyethylene pouches, which go in turn into cartons with printed labelling. These closed cartons are wrapped in cellophane before freezing for a second protective film.

Joe Cranic Joins Marine Products' Sales

Joe Cranic has just joined the sales department of Marine Products Company, according to Gil Kuhn, vice-president of the San Diego firm, packers of famous *Ocean Garden, Southern Seas* and *Stoaway* Brands shrimp and fillets.

Mr. Cranic, who was seafood sales manager of R. M. Sloan Company, Los Angeles, will take immediate charge of all retail sales. He was formerly associated with the California Division of Fish and Game, and also with the Eureka Co-op Fisheries in Eureka, Calif.

Ocean Garden, Southern Seas, and *Stowaway* Brands are nationally distributed, and well known for their consistent high quality.

Sales representatives for Marine Products Company include Reinke & Amende in Los Angeles and San Francisco; Elliott W. Hudgins Company, Baltimore; Stanley J. Remus & Co.; Wilbur-Ellis Co., New York; Marine Specialty Food Products Co., Portland; W. J. Hasselman, Pitts-

ALASKA PINK
PINK BEAUTY SALMON
"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

burgh; Ivar Wendt, Seattle; and Brown-Weidman Brokerage Co., Denver; Tom Kane Co., Cincinnati; W. Jackson Catt, Buffalo, N. Y.; Marketing Associates, Boston; Don Graubner, Detroit.

Thrailkill and Clark Handle Wood Preservative

Lou Thrailkill and Ray Clark of the Salmon & Tuna Sales Co., Seattle canned fish brokerage firm, announced in September that their subsidiary firm, Luray Trading Co., had secured the Osmosalts wood preservative distributorship in Northern Washington and Alaska.

They became interested in the line because of its special applicability to a problem of the Alaska salmon cannery operator, and expect it to prove of benefit and economy to that industry.

Osmosalts are applied to green timber by swabbing, spraying or dipping. Penetration occurs through the osmotic process in the course of a month's curing under cover. That's all there is to it: no pressure treatment at all. Rot resistance is said to compare with that from any preservative process. A high degree of fire-resistance is also conferred by the mineral treatment.

Thrailkill and Clark point out that the process will make it possible to use green local Alaska lumber in cannery maintenance, particularly for decking. This will encourage local industry and at the same time will affect an important freight saving on treated timber.

Cabrillo and Sea Bass Fillets From Mexico

Francis Ann, 100′ refrigerated fishing vessel, recently completed a trip to Los Angeles harbor from the beaches of Baja California.

The boat originally intended to transport Pismo clams under refrigeration, this trip returned with fillets of cabrillo and sea bass, reports Bart Hackney, who operates the vessel for clam hauling. She also carried a cargo of frozen clams.

The fillets, sold through Los Angeles brokers, were packed in five and 10-pound cartons, frozen, cased and carried in the refrigerated hold for transportation to Southern California. The same facilities are available for packing and freezing Pismo clams for institutional trade.

Van Camp Uses Cans To Sell Frozen Pies

Van Camp Sea Food Co., Terminal Island, has a new means of promoting its Chicken of the Sea frozen tuna pies. On each sealed lid of its canned *Chicken of the Sea* and *White Star* tuna it has lithographed in red and white this message: "Try Delicious New *Chicken of the Sea* Frozen Tuna Pies. Look in the frozen food section." Cans and lithographed lids by American Can Company.

Continental Sales Campaign Woos Food Retailer

A new merchandising campaign supporting the sale of canned foods, was introduced to the retail food industry by Continental Can Company in September through spread ads in five of the country's leading grocery magazines.

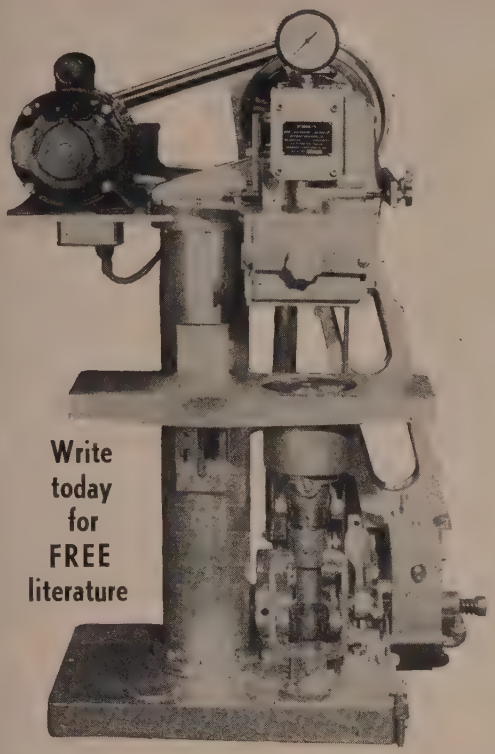
Initial step in Continental's campaign will be followed by the publication of the first issue of the company's tabloid newspaper, *Canned Foods Merchandiser Digest,* which will be distributed monthly to more than 100,000 retailers, wholesalers, brokers and canners.

Offering practical merchandising ideas to help retail grocers move more canned goods off their shelves, both the tabloid and the trade press ads will "kick off" the intensive, national campaign.

Although many good consumer campaigns are being sponsored by various industry factors, such as the National Canners Association, the Can Manufacturers Institute, product associations and brand-name advertisers, no similarly comprehensive program is aimed at the retailer.

Continental's trade ads will appear in the following publications, with a total circulation of about 270,000: *Chain Store Age, Food Topics, Progressive Grocer, Super Market Merchandising* and *Supermarket News.*

Miss Jeanne Williamson, eldest daughter of **J. D. "Jack" Williamson,** partner in Fortune Fisheries, San Francisco, and Mrs. Williamson, was married last month in Corpus Christi Church, Oakland, to First Lt. Jack Searles Peabody, USAAF, of Bar Harbor, Maine. Among those attending the wedding were **Bert Williamson,** for a number of years superintendent of the Hovden Food Products plant at Moss Landing, Calif., but is now in the lumber business at North Bend, Ore.



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A Semi-Automatic Vacuum Can Sealer to meet the demand for a small machine that will insure good, uniform seams —and can be operated and changed easily by anyone.

- **RANGE:** Sealer supplied with the proper change sets will seal any can from 2" to 6 3/16" diameter and from 1⅜" to 7" high.
- **SPEED OF OPERATION:** Machine has capacity of 600 cans per hour for No. 2½, No. 2 or smaller cans.
- **SEAMING MECHANISM:** Seaming mechanism is mounted on a slide bracket, which can be moved away from seaming chuck to accommodate different diameter cans, and bracket is set and taper dowelled in place for each specified can.
- **CHANGE SETS:** Change set consists of height spindle and seaming chuck. We use standard seaming chucks and rolls.

QUICK CHANGE-OVER MAKES ROONEY SEMI-AUTOMATIC VACUUM CAN SEALER IDEAL FOR RESEARCH LABORATORIES AND SMALL PACKERS.

- Sealer can be changed from one diameter can to another in a few minutes and does not require any seam adjustment after change.

We also manufacture the Rooney Semi-Automatic Open Can Sealer.

ROONEY MACHINE COMPANY 717 GLADSTONE STREET, BELLINGHAM, WASHINGTON

Proof testing sling on a U.S. Army landing craft at Gunderson Bros. Engineering Corp., Portland, Ore. (Note concrete weights)

These Army LCM's use special Tiger Brand Wire Rope slings!

The launching and retrieving sling is a component part of the Army LCM-6 landing craft, built by Gunderson Bros. Engineering Corp., Portland, Oregon. Slings are subjected to extensive tests before acceptance. Gunderson Bros. rely on Tiger Brand factory-produced, custom slings to meet rigid requirements of this contract. Strong, dependable Tiger Brand slings are available through your local Tiger Brand Wire Rope Distributor.

Sling Data Booklet! A free informative 102-page booklet that gives complete details on Tiger Brand slings, fittings, etc. For your copy, write Columbia-Geneva Steel Division, 1403 Russ Bldg., San Francisco 6.

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Don't take a chance with your catch. For toughness, strength and dependability, specify EXTRA SUPERIOR MANILA by Tubbs, a trusted name in rope since 1856.

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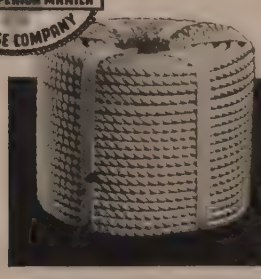

TUBBS
CORDAGE COMPANY
SAN FRANCISCO • SEATTLE • Portland • Los Angeles
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Simple Rooney Seamers In Many Canneries

Many small canneries and shellfish plants along the coast are finding the simple, readily adjustable semi-automatic Rooney can sealers very well fitted to their requirements. This is particularly true in the case of No. 10 cans for crab meat, and in the packing of 4-lb. cans of salmon—where a little seaming accounts for a lot of the product.

The Rooney sealers are available in vacuum type as well as the simple sealer and are readily adjustable to cans from 2″ to 6-3/16″ diameter; and from 1⅜″ to 7″ in height.

W. E. Rooney lists the following recent installations:

Vic Howard's custom cannery at Clallam Bay, Wash.; Harbor Seafoods, Bay Center, Wash.; Point Adams Packing Co., Newport, Ore.; Eldon Bates' Depoe Bay Fish Co.; Oswald Sigurdson's Bell Buoy Crab Co., Seaside, Ore.; Mark Edmonds, Garibaldi, Ore.; Kroll Packing Co., Seldovia; Myron Moran, Bristol Bay; St. Mary's Mission and Harry Bolger, Andreafski, Yukon River; National Canners Association, Berkeley and Washington, D.C.

Lassco Adds Specialties

Los Angeles Smoking & Curing is now packing at its Santa Cruz plant a 4-oz. *Lassco* shrimp cocktail, which supplements its popular seafood cocktail. To differentiate the two for the consumer, different shaped jars are used.

Louis Vitale, owner of the Los Angeles firm, one of the largest smokers of salmon in the country, is using Icelandic shrimp in the new product.

Also new and under the Lascco label is a 3-oz. glass jar pack of oysters, smoked in Japan with cherrywood, using the "mushroom" size of oyster. The oysters are packed and labeled in Japan.

Warren Boyd Retires

Warren E. Boyd, well known in the California fish industry, has retired as an active partner in Boyd-Collins Co., San Francisco sea food factors.

The business will continue with Lawrence E. and Clark A. Collins as active partners, and with William B. Markey as sales manager. Mr. Boyd was with F. E. Booth Co., Inc., San Francisco, for 30 years and left to form Boyd-Collins Co. in 1947, where he has been active ever since.

The most recently acquired account of Boyd-Collins Co. is the northern California distributorship of Booth Fisheries Corporation, Seattle, bulk fish.

Wyatt Directs Wilbur-Ellis' South American Activities

F. D. "Bud" Wyatt, director and vice president of Wilbur-Ellis Co., San Francisco, has been transferred from his position as manager of the company's import department to Lima, Peru, where he has assumed direction of Wilbur-Ellis activities for South America.

Mr. Wyatt is well known in Peru, having spent much of his time there. Simultaneously with Mr. Wyatt's move, Brayton Wilbur, president of the company, announced the election of Bob Young as a WECO vice president and his transfer from Los Angeles to New York, where he has taken over as manager of the east coast operations of the company. Mr. Young, who has been with the company since 1937, was director of the fish products division in Los Angeles before his promotion and this position has been assumed by Rod Anspach, a WECO veteran of nine years.

"Gulf Star" Abandoned To Peruvian Sands

The tuna clipper *Gulf Star* salvage operations near Paita, Peru, were abandoned toward the end of August and the wreck was being offered for where she lay by the underwriters.

An observer reports: "It was a question of 'too little and too late'. The vessel had sanded badly and, although pumping raised the hull some 8', the towline parted when a Peruvian naval tug attempted to pull the boat through the surf. There just was not available in Peru a hawser strong enough for the job. It's a shame, as the *Gulf Star* was only a few days out of drydock, and was in excellent condition."

Stainless Steel Gear Blamed for Lost Tuna

Failure of the *Oceanic, Brothers* and *Commonwealth,* long-lining in the Line Islands for Kayler-Dahl Fish Co., to make commercial catches is being blamed on faults in the stainless steel gear which they employed.

Garth Murphy, POFI biologist who accompanied the vessels, estimated that from one-half to two-thirds of the tuna hooked were lost by breaking of the gangions or tearing the hooks from the tuna. Harry Sperling, master of the *Commonwealth,* believes the fault can be corrected by providing means of relieving the shock of the fish. This may be done by eliminating strain on the main line or by some system of snubbers.

The three boats were gone about one month and landed only about 10 tons of tuna.

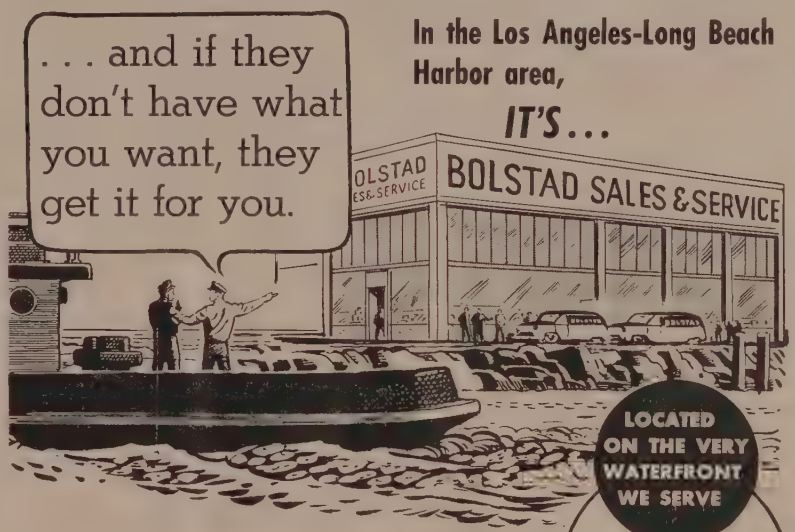
Three Fishermen Saved From Tiny Life Raft

Three fishermen who perched for hours on a tiny raft 50 miles from Prince Rupert after the sinking of their 50 ft. boat *Saru,* from Aberdeen, Wash., owned by Harry D. Furford, sank, were rescued August 31 by the crew of another American fishing vessel.

The sinking occurred in Browning Entrance, Cape George. The boat apparently capsized while fishing off the cape. The U. S. Coastguard was notified at Annette Island, Alaska, and *White Swan* and other vessels rushed to the scene, while planes with parachute flares and rescue equipment set out from Juneau. *White Swan* effected the rescue of Skipper Furford and his crew, all unhurt, and took them to Port Edward, near Prince Rupert.

Researcher "Star-Kist" Converted for Fishing

Al Larson Boat Yard, Terminal Island, has completed the conversion of the research boat *Star-Kist* to an active bait fisherman, a process including the installation of new bait pumps and a new bait tank. The boat, owned by Star-Kist Foods Inc., will fish for the firm's Chilean canneries.



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Mighty Little Whitewash—

In McKay's Survey Team Report On Fish and Wildlife Service

● Sharp criticism, and recommendations for broad changes in organization—but almost no "whitewash"—featured the report of Secretary McKay's Survey Team report on the U.S. Fish and Wildlife Service.

That the need for reorganization already had been detected by John Farley is evident in the Survey Team's preface to its report, in which it says:

"The Director has had plans . . . for reorganization. At the request of the Secretary, these plans were held in abeyance until this survey could be completed. . . . This report will assist the Director in his efforts to effect a reorganization".

● *MAJOR RECOMMENDATIONS*

1. Reorganization of the Service to separate clearly Fisheries from Wildlife, each under an assistant director; and to place the six regions directly under an assistant director. Intra-Service functions and those concerned with other Federal activities would be under assistants to the director.

2. All functions of the Service to be regionalized except that of fundamental research.

3. Research to be more closely coordinated with the operating requirements of the Service.

4. Public relations and publications programs to be revitalized to achieve better understanding of the Service.

● *SERVICE'S PROBLEMS*—There are three primary sources of these according to the Survey Team, which particularizes:

"1. Lack of cohesion and unified purpose"—which seems to be a soft way of saying that there is a fundamental cleavage within the Service which traces back to the divergent viewpoints and backgrounds of its components and their original sources in the Biological Survey and the Bureau of Fisheries.

"2. States are becoming self-sufficient in fish and wildlife management and conservation. . . . A substantial number of the states are on a par with the Service in numbers and caliber of personnel, and in some instances are making advanced contributions to improve management and conservation practices. . . The Service sometimes is . . . reluctant to permit freedom of action and decision, or to encourage either. This has brought the Service into conflict with some States".

"3. Public Relations and Publications—Our recommendations . . . will improve the morale of the Service . . . and help to extricate it from certain practices and positions which are no longer tenable".

● *REORGANIZATION*—The team itself says: "A most significant recommended change is in the two action areas of the Service, the Wildlife and the Fisheries programs. . . . The relationship of research to these programs is most critical. Therefore, the recommendation to bring the research function into the two operating divisions of Wildlife and Fisheries was arrived at as essential.

"The intent . . . is to insure that the research which is carried on is geared to the needs and programs of the Service".

● *ALASKA PASSED UP*—It is perhaps significant that the activities of the Service in Alaska were not included within the scope of the survey made by the Fish and Wildlife Service team; nor was any phase of the Service's responsibilities for the commercial fisheries in Alaska touched upon by the survey team which examined the activities of the Department of the Interior in the Territory.

● *FISHERIES RESEARCH* — This branch came in for critical castigation by the team. It is not the intention of this journal to deal with Team's report on this branch fully at this time, but to reserve the discussion until more adequate space is available, and until the team's report may have produced improvement.

Suffice it to say here that the Team report says in part:

"The present branch of Fishery Biology has suffered from a lack of integration with the related activities of the Service. . . . It appears to lack direction and a clearly defined program. . . . This branch appears to be operating in at least a partial vacuum."

● *COMMERCIAL FISHERIES*—This branch came in for some sharp criticism, such as the recommendation that: "The Branch of Commercial Fisheries no longer engage in projects of doubtful value". (*Editorial Comment*—It would seem that the team should have particularized on this point).

While it does not say specifically what the branch should abandon, the Team recommends for it seven "primary responsibilities", two of which appear quite extraordinary. We quote these two in full, with the suggestion that they be studied thoughtfully:

"6. The study and investigation of oceanic fishes, leading to the development of international agreements for the protection or development of these resources".

"7. The interpretation, utilization and dissemination to the commercial fishing industry of the results of the research work of the present Branch of Fishery Biology."

● *MARKET NEWS*—In its sharp comments on the Service's public relations and publication policies, the Team's comment on the Market News Service is of special interest to *Pacific Fisherman's* readership.

Specifically, the Team recommended that the Market News Service "sheets" be reduced to not more than four, published on the Atlantic, Gulf and Pacific Coasts, and in the Great Lakes region. This latter was regarded as "seriously debatable".

Annual cost of preparing and distributing the Market News Service sheets *for each person or firm to whom it is sent* is given as:

Boston	$34.33
New York	34.55
Hampton	57.37
New Orleans	55.12
San Pedro	32.17
Seattle	47.63
Chicago	32.74
Average	$38.32

The Team comments:

"We seriously question that so great an expenditure of Federal funds for so limited a purpose can be justified".

● *THE TEAM* — Personnel of the Survey Team which studied the Fish and Wildlife Service was:

James R. Turnbull, Seattle, vice president of the Monsanto Chemical Co. in charge of its western division;

Ross L. Leffler, Pittsburgh, vice president of the United States Steel Corporation and chairman of the Pennsylvania Game Commission;

John D. Pennekamp, Miami, Fla., associate editor of the Miami *Herald.*

John D. Bennett, Washington, assistant director of the Department of the Interior Technical Review Staff;

M. George Goodrick, Division of Management Research, Department of the Interior.

Treaty-Implementing Pens Presented by Tollefson

When President Eisenhower signed the enabling act bringing into full effect the International North Pacific Fisheries Treaty Congressman Thor Tollefson of Washington asked him to use three pens. This he did and the Washington congressman, who is also head of the House committee on Merchant Marine and Fisheries, presented one each to Milton E. Brooding, chairman of the American section of the commission; Edward W. Allen, commission member; and Miller Freeman, president of *Pacific Fisherman*, and chairman of the Pacific Fisheries Conference.

Mr. Tollefson said in making the presentation that the pens were a recognition of the long service of the three men in furthering conservation of ocean fishery resources by means of international treaties.

THOR TOLLEFSON, left, Washington congressman and head of the powerful Merchant Marine and Fisheries Committee of the House, presents to Miller Freeman, president of *Pacific Fisherman* one of the pens used by President Eisenhower in signing the International North Pacific Fisheries Treaty enabling act. Edward W. Allen, member of the commission, on the right, received another of the pens; and the third went to Milton E. Brooding, another commissioner. The presentations were made in recognition of service in the cause of fishery conservation through international cooperation.

"Hoke" Clarke's Death Hits Tuna Industry Hard

G. H. (Hoke) Clark, one of the most respected and able members of Southern California's fishing industry, passed away August 23 at the age of 48.

Clark died in his sleep, apparently of a heart attack, shortly after arriving in Lima, Peru, where he had been assigned by Star-Kist Foods, Inc., to serve as the firm's representative in the several canneries recently acquired in Peru and Chile.

Mr. Clark was perhaps best known for his work as research director for California and Northwest tuna packers in connection with proposed Food and Drug standards for canned tuna. Before that he was associated with Herbert Davis in the Terminal Island Seafood Co.

One of his first assignments after his association with Star-Kist six months ago was a trip to England and a survey of the canned bonito market there.

Mr. Clark's remains were returned to the United States for cremation. He is survived by his wife, one daughter and two sons.

Chunk-Filler For Hawaiian Tuna Plant

A Luthi cube-cutter chunk tuna filler has been installed in the plant of the Hawaiian Tuna Packers, Ltd., Honolulu. Mr. Luthi, inventor of the machine and owner of the Luthi Machinery and Engineering Co. Inc. supervised installation. Use of the chunk filler eliminates the hand-pack line in the tuna cannery.

So much depends on the oil!
● The delicate flavor . . . the tempting freshness of your finest canned fish can be entrusted to Archer "S" because this clear, bland soybean oil has had every trace of odor removed by a special refining process. Also, you get the same high quality oil *every time you order.* Archer "S" *can't* vary. It's refined not in batches, but as an endless "ribbon" of oil. By streamlining refining, we are able to *streamline the cost* of Archer "S" too. Ask us for samples and prices.
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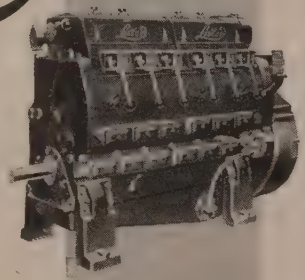

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For Complete Information Write to

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Engineers and Designers to the Food Packing Industry
P. O. Box 1332 Warrenton, Ore.

Kelez, Shuman and Kolloen—
They Died Where They Worked, On a Salmon Stream in Alaska

Crash of an aircraft on an Admiralty Island hillside early in September snuffed-out five lives, and dealt the revised program for rehabilitation of the Alaska fisheries a staggering blow.

Three of those lost occupied key positions in that program: George Kelez, assistant fisheries administrator for Alaska; Richard Shuman, regional fisheries management supervisor; and Lawrence Kolloen, biologist.

With them died Robert Meeks, Fish and Wildlife Service pilot, and Mrs. Patte Davis Bidwell, a secretary in the office of the Service, Juneau. Gus Hilsinger, biologist, survived.

The party was returning to Juneau from a fisheries regulations hearing in Sitka. The plane is believed to have crashed while making a survey of the spawning escapement of a stream en route.

Kelez, Shuman and Koellon were leading figures in the new program aimed at reversing the Alaska fisheries' trend to depletion. In the spring of this year Mr. Kelez returned to the Fish and Wildlife Service and became assistant to Clarence Olson who as special administrator represented the director of the Service in handling the fisheries work this year.

His return to the Service came following the second of his extended tours of duty in the Navy, where Mr. Kelez held the rank of commander. During World War II, and again in recent years, he had served the Navy in Alaska, where his many years as a fisheries biologist had given him background and understanding which was of special value to the naval service.

Mr. Kelez was chief of the fisheries research program in Alaska for a number of years, but had returned to the Service in a high administrative rather than a research capacity.

Like his chief, Mr. Shuman was a biologist who turned to administrative rather than scientific duties. A specialist in the salmon fisheries of Kodiak Island, his work at Karluk and his studies of the predation due to the brown bears there are regarded as important contributions to science.

Mr. Koellon for a number of years had been the biologist assigned primarily to the problems of the Alaska herring fishery; and it was to him in a large degree that we owe our later knowledge of the herring and the condition of the resource.

The new administration of the Fish and Wildlife Service was leaning heavily upon these three men in its program to reverse the downward trend. It was only his sincere belief that this could be done, and his conviction that the doing offered the highest challenge and opportunity, that led George Kelez to return to the Service last spring.

Dick Shuman and Larry Koellon served with him long and faithfully in the years when they were biologists together; and they were with him when the three who worked together died together.

Peter Fagan Retires

Peter E. Fagan, assistant to the vice president of the Pacific Metal Division of Continental Can Company, has retired after 25 years' service, according to Sherlock McKewen, division vice president.

Mr. Fagan joined Continental in 1929. He was appointed division manager in 1945 and was transferred to the sales department in 1946 as district sales manager. In 1948 Mr. Fagan was promoted to division sales manager, and was named assistant to the vice president in 1951.

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G.M. Diesels cost less to buy, less to run and less to maintain than any other Diesel.

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1077 Eastshore Highway, Berkeley 10, California

Food Canning Classic Issued Again by N.C.A.

"The Canning Industry", a compact story of food canning, is again available as result of its re-issue in a second edition by the National Canners Association, which produced it originally in 1952 as a service to the public and the industry.

So well was the job done, and so great was the need and demand for the booklet, that the original edition required re-publication within two years.

Revised and brought up-to-date, the booklet is an important contribution to public knowledge and appreciation of one of America's great industries.

Aluminum Shucking Blocks Advocated for Oysters

Oyster shucking blocks in the form of aluminum plates from ½ to ¾" in thickness are being advocated by Pacific Coast state health and sanitation authorities, and are said to be finding a good deal of favor among oystermen.

The lead blocks sometimes used are frowned upon as a possible source of traces of toxic lead; while wooden blocks are difficult to clean and may splinter.

How Meredith Fries Fish Sticks in Bodega Bay Plant

Prediction that the 1954 halibut catch would set an all-time record was uttered Aug. 23 by the International Pacific Halibut Commission when the catch topped 68,000,000 lbs., and stood approximately 8,000,000 lbs. above the catch for 1953.

Best catch in recent years was 62,000,000 lbs. in 1952.

At the end of August the commission was predicting a total 1954 catch of about 69,500,000 lbs. when all fishing ends Nov. 15.

The substantial increase in the catch this season results from operation of the "split" or multiple seasons under the authority conveyed by the new halibut treaty. This permitted the commission to open certain grounds for later fishing at times when those banks are populated by late-season races of fish.

The increase in the catch should not be taken to indicate an over-all increase in halibut abundance proportionate to the gain in catch; but should be recognized as the harvest taken from populations which became available to the fleet only as result of the more flexible authority granted the commission by the new treaty now in effect.

The record catch of 1954 actually was made under poorer fishing conditions than existed in 1953, when the early season at least was exceptionally favorable for operations and the fish on the banks particularly abundant. In that year, however, the multiple season program was not fully in effect.

Dr. Clark Aids Peru

Dr. Francis N. Clark, supervisor, California State Fisheries Laboratory at Terminal Island, is in Peru on a six-months advisory mission to the Peruvian government on developing that nation's sardine fishery.

Fire Guts "Dawn"

Fire at sea gutted the Eureka based fishing boat *Dawn* off Cape Mendocino in May as Louis J. Thader, Jr., skipper, and Carl Olson, both of Eureka, fought the flames. The boat *was* towed into Fort Bragg by a Coast Guard patrol boat.

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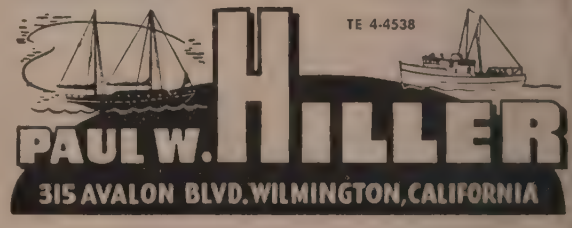

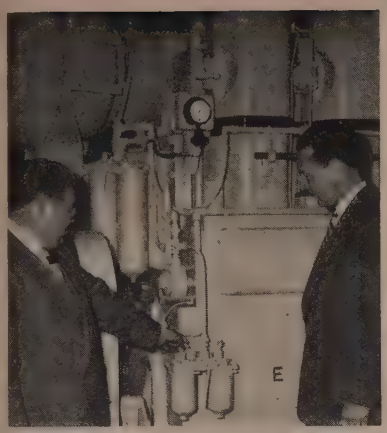

CLOVERLEAF'S new mill, an 800-hp. Enterprise diesel, is inspected by E. A. "Ted" Drake, marine superintendent of B.C. Packers, Ltd., right and Dale W. Blanton, sales engineer for Enterprise Engine & Machinery Co.

800-Horsepower Diesel Will Power "Cloverleaf"

E. A. "Ted" Drake, marine superintendent for British Columbia Packers Ltd., flew to San Francisco recently for the witness test of the new Enterprise diesel engine for installation in *Cloverleaf*, combination towboat and packer.

A converted YMS, she was named for the company's brand name, *Cloverleaf*. She is the newest, largest and fastest vessel in this phase of the company's marine service. Turning a 72" x 36"-38" Coolidge propeller, she is expected to do 11½ knots light and 7½ knots with two loaded barges in tow, representing an approximate total load of 1,000 tons.

Mr. Drake reports the vessel will ply between the company's plants, which are distributed over the rugged British Columbia coastline, delivering supplies from Vancouver and returning with fishery products ranging from canned salmon to whale oil.

Capt. Hjalmar F. Olsson, fishing boat skipper and resident of San Pedro for 32 years, died in August at his home at the age of 59.

Seiners Use Nylon Web in Nets' Bunts

Two purse seiners, fishing for Van Camp Sea Food Co., Terminal Island, are using sections of Nylock, nylon twine, in their nets. The boats are the *Renown*, skippered by Charles Buchan Jr. and the *North Queen*, Andrew Xitco.

Two bales of the 27-thread A. M. Starr nylon netting are being used by each boat in the brailing sack section of the purse seine net, and reports from the Van Camp fleet office indicate that the nylon sections are giving excellent service in strength and durability.

Nylock nylon twine is produced by Heminway and Bartlett Mfg. Co. of New York City.

Eureka Region Troll Salmon Catch Light

Northern California salmon fishermen working out of Eureka faced another off-year, based on returns to press time not long before the season was scheduled to end September 30.

August found relatively light and scattered deliveries coming into Humboldt Bay, repeating a situation that prevailed during most of the month of July. Banner month for the year was June, when catches were exceptionally heavy for a period of about three weeks.

As the end of August drew near, landings for the season totalled some 537,300 lbs., just slightly above the total for the 1953 season.

"Scarlet Queen" Is Now Named "Explorer"

One of the largest of the tuna fleet, the former *Scarlet Queen* has been renamed *Explorer* and has left San Diego under Roland Virissimo. The vessel is now owned by Arne Strom, part owner of Harbor Boat & Yacht Co., San Diego.

Walter Conklin Reports 50 Percent Sales Gain

An increase of 50% in sales volume was reported by Walter F. Conklin, president, The Fish Net and Twine Co., to the directors and stockholders at a meeting held Aug. 7, 1954, in Chicago.

Mr. Conklin said that both commercial fishing nets and sports nets shared in the expanded volume of sales. "The wonderful reception given by the trade to the present management of The Fish Net and Twine Company indicates that a continued growth would result in the next six months", Mr. Conklin said in concluding the meeting with an expression of appreciation to all of his loyal friends, customers, suppliers, and all associated who helped to make this record possible.

To facilitate the handling of the expanded business, the share-holders voted to increase the capital structure of the company through issuance of preferred stock, all of which was subscribed for by the present shareholders.

North Coast Albacore Miss Perfect Conditions

The Albacore which did not show on the North Coast late this summer missed perfect conditions, according to some fishermen who scouted them in connection with troll, halibut and trawl operations.

Not in years have sea conditions along the Oregon and Washington coasts resembled more closely those of the Golden Year, 1944, when the North Coast fishery peaked.

Blue water at 62 degrees was found comparatively close in-shore, and it was reported alive with feed by such experienced fishermen as Mel Wick, master of the Astoria dragger *Trego*, who made specially complete observations—but without finding a tuna.

Aqua-Clear Feeders Serve 800-Hp. Diesel

The tuna clipper *Commander's* big 800-hp. Enterprise diesel engine is now working with Aqua-Clear Feeders, according to John Bergh, Southern California representative for Sudbury Laboratory, manufacturers of this protection for the cooling system.

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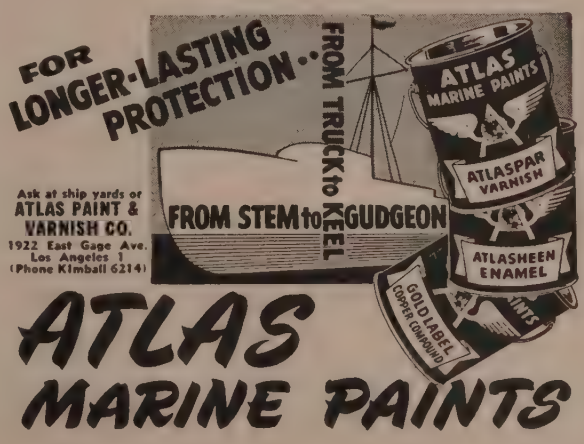

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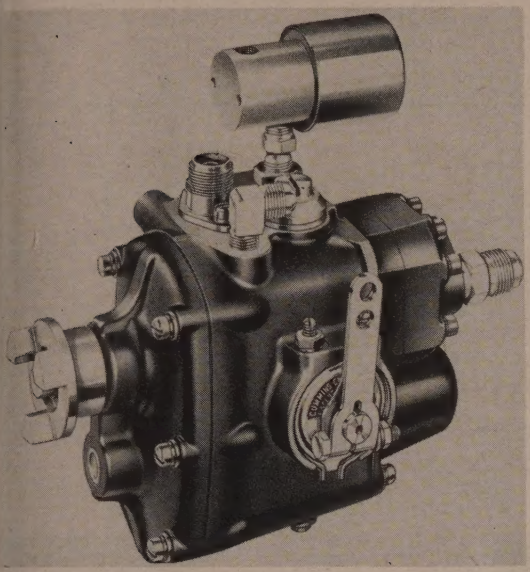

HARDLY A HANDFUL—New PT fuel pump developed by Cummins Engine Co. for its line of diesels. Greatly simplified, this pump works with metering fuel injectors.

New, Simple, Compact Fuel System for Cummins Diesels

A new, revolutionary, and greatly simplified diesel fuel system, making diesel fuel injection as simple, if not simpler, than gasoline engine carburetion and ignition systems, is announced by Cummins Engine Company, Inc., Columbus, Indiana, manufacturers of high speed diesel engines from 60 - 600 H.P.

This new system, designated as the Cummins PT fuel injection system, completely eliminates fuel rack adjustments, high and low pressure check valves, spring loaded needle valves, helixes, distributor discs, metering pumps, high pressure fuel lines, and the necessity for timing the fuel pump to the engine. The new system is now standard equipment on all models of Cummins diesel engines and can be applied to all Cummins diesels built since 1932, thus permitting older engines to be completely modernized.

The new PT fuel system was designed by Cummins to eliminate the complication of the diesel fuel injection systems, thus simplifying servicing problems, and reducing diesel engine maintenance and overhaul costs.

The new PT fuel system is so simple that the average mechanic can easily understand its mechanical workings in a few hours.

By making use of one of the simplest types of fluid metering devices known, namely, a fixed orifice with a variable fuel oil pressure behind it, Cummins has greatly simplified the entire fuel injection system. The metering orifice is now a part of the fuel injector located in the cylinder head, thus adding the metering function to the injector. Although the injector now serves the dual purpose of metering and injecting the fuel, the construction and servicing of the injectors has been greatly simplified. With the metering function now in the injector, the once complicated fuel pump has become simply a source of fuel pressure with a pressure regulator, throttle control, governor control, and "start-stop" control serving to restrict the flow of fuel and so varying the fuel pressure at the metering orifice.

Injector plungers are operated from lobes on the main engine camshaft and control the timing of the engine, as has been the case in Cummins Diesels in the past. However, since the timing is controlled by the engine camshaft, the Cummins PT fuel system need not be timed to the engine.

The Cummins PT fuel system has only 13% of the bulk of the Cummins distributor type fuel pump introduced in 1932. Weight of the PT fuel system is only 13 lbs. as compared to 104 lbs. for the earlier pump. The total number of parts in the PT fuel system has been reduced to 182 as compared to 415 in the former disc-type pump.

Outboards in Fishing Subject of Movie

Work on an educational motion picture featuring the use of outboard motors in commercial fishing operations has been started for the Outboard Marine and Manufacturing Co., Milwaukee.

The project is designed to acquaint commercial fishermen and the general public with the important role outboard motors play in getting high quality sea foods and fresh-water fish to the American dinner table.

Among commercial fishing operations selected for the film is salmon fishing in Alaska.

C. H. Caudy, new manager of the Portland branch of the Engine Division of The National Supply Co.

National Supply Picks Caudy As Portland Branch Manager

C. H. Caudy has been appointed manager of the Portland, Ore., branch of the Engine Division of The National Supply Co. He succeeds A. C. Fries, who has retired after 25 years service. The branch sells Superior and Atlas diesel engines, made by National Supply, and Chrysler marine and industrial engines.

Mr. Caudy has long been associated with the Portland branch as a sales engineer.

Walter C. Severin, Jr., sales engineer, and W. E. Gebhart, in sales and service, will continue their capacities under the new branch manager.

Mr. Fries will continue to make his home in Portland.

Radiomarine President Finds Fischlupe Progress Interesting

Admiral Thomas P. Wynkoop, president, Radiomarine Corporation of America, finds a great deal of interest in following the success of the installations of this fish-finding instrument on Pacific Coast fishing craft. This interest brought him to the Pacific Coast in August, and in the course of his business he covered the entire Coast, coming to Seattle with Ralph W. Scott, newly-named Pacific sales engineer.

At Seattle they visited with E. W. Baker, sales and service representative, several fishing vessels which Mr. Baker has equipped with the Fischlupe, a sector-magnifying sounder which permits the fisherman to magnify by 25 times for examination the traces of fish shown on his scope.

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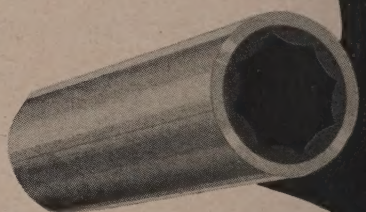

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